

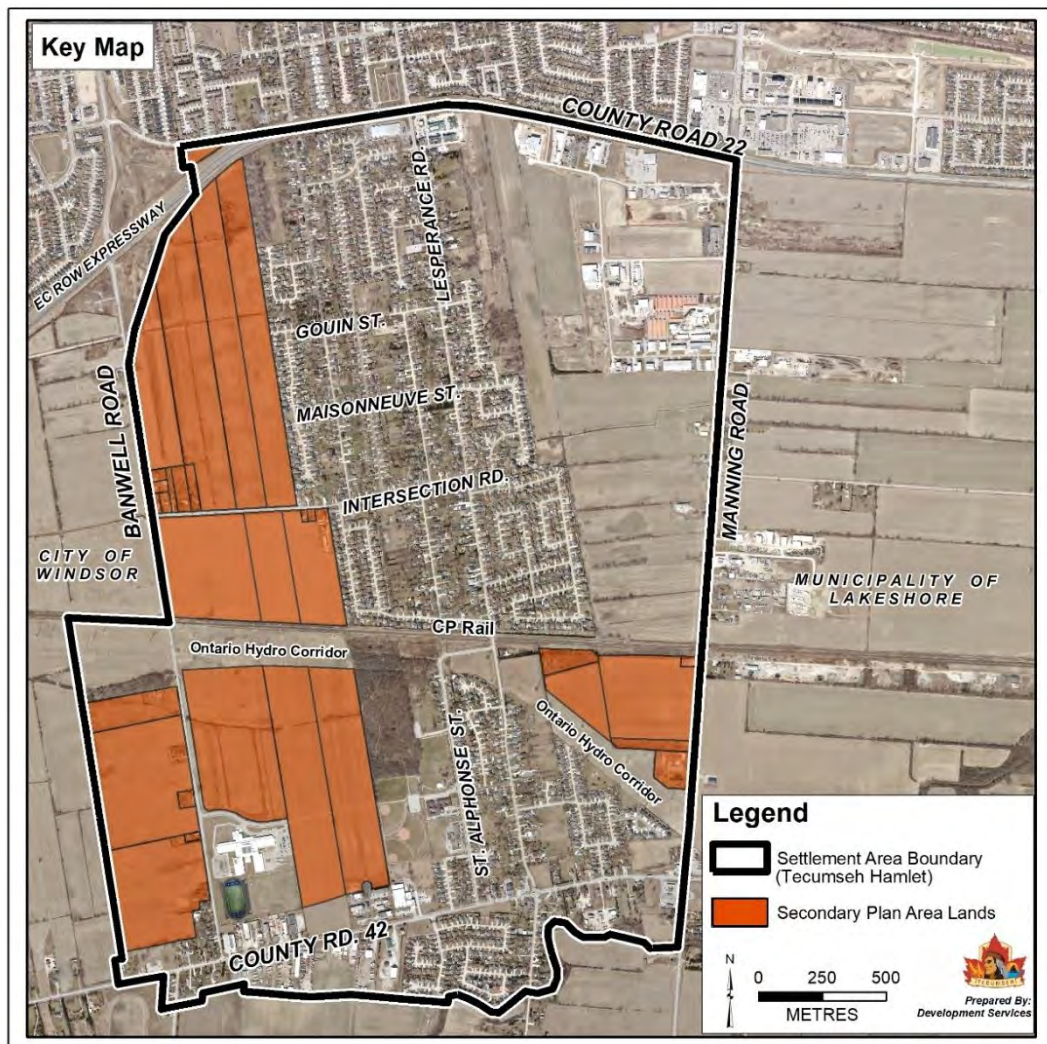


Notice of Study Commencement and Public Information Centre #1



Tecumseh Hamlet Infrastructure Improvements Municipal Class Environmental Assessment (EA) & Functional Design and Tecumseh Hamlet Secondary Plan Project Update

To support the Tecumseh Hamlet Secondary Plan study initiated in 2022 for the southerly and westerly portions of the Tecumseh Hamlet (the Hamlet), the Town has retained Dillon Consulting Limited to complete a Municipal Class Environmental Assessment (EA) for the transportation, water, wastewater and stormwater infrastructure required to service the area for future development opportunities. This study is following the planning and design process for Schedule 'C' projects under the *Municipal Class EA* (2000, as amended).



The Tecumseh Hamlet Area is a composite of primarily large undeveloped agricultural lands along Banwell Road and Manning Road, between County Road 22 to the north and County Road 42 to the south (see Key Map). Proposed land uses within the Hamlet will include residential, commercial, institutional, stormwater management facilities, natural heritage landscapes, and various neighbourhood amenities.

Appendix G

Public and Agency Consultation Records

Appendix G includes:

- Indigenous Consultation Log
- Public Notices and Advertisements
- Public Information Center No. 1 Panels
- Public Information Center No. 2 Panels
- Records of Consultation with Agencies, Public, Stakeholders and Indigenous Stakeholders (Emails, Letters, Etc.)

This **Environmental Assessment** is building on the Secondary Plan Process that is underway for the Tecumseh Hamlet. DIALOG (planning/urban design consultant) and Dillon Consulting Limited (engineering consultant), have been retained by the Town of Tecumseh to assist with the finalization of the **Tecumseh Hamlet Secondary Plan**.

An in-person **Public Information Centre (PIC)** is being held to provide:

- i) An overview of the Class EA process; and
- ii) An update on the Secondary Plan.

In addition, the purpose of the **PIC** is to also obtain public and agency feedback on the alternative solutions and the preliminary preferred solution.

The PIC has been scheduled as follows:

Date: Thursday April 13, 2023

Time: 4:00 p.m. to 6:00 p.m.

Location: Tecumseh Recreation Complex and Arena, Centre Ice Room (Located on the Upper Level), 12021 McNorton Street, Tecumseh

We want to hear from you! Members of the public, interested stakeholders and Indigenous Communities are encouraged to provide comments and actively participate in the environmental review process for this project. Information related to the project will be available on the Town's website at www.tecumseh.ca. To provide comments or request further information, please contact one of the project team members listed below. Comments are requested by **Friday March 31, 2023**.

Laura Herlehy, P.Eng

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Information collected for this study will be used in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.



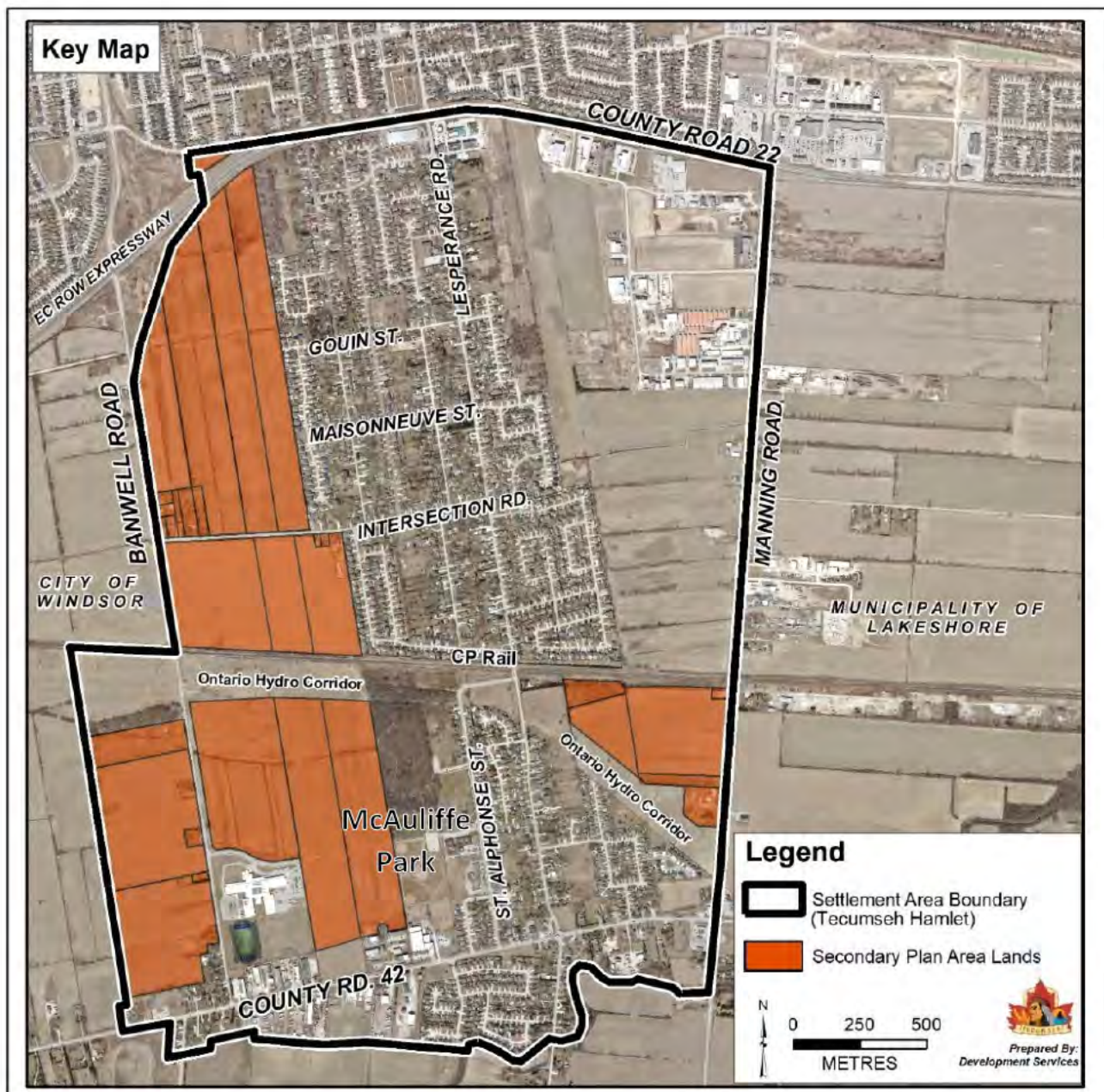
Notice of Public Information Centre #2



Tecumseh Hamlet Infrastructure Improvements

Municipal Class Environmental Assessment (EA) & Functional Design and Tecumseh Hamlet Secondary Plan Project Update

To support the Tecumseh Hamlet Secondary Plan study, affecting the southerly and westerly portions of the Tecumseh Hamlet (the Hamlet), the Town has retained Dillon Consulting Limited to complete a Municipal Class Environmental Assessment (EA) for the transportation, water, wastewater and stormwater infrastructure required to service the area for future development opportunities. This study is following the planning and design process for Schedule 'C' projects under the *Municipal Class EA* (2000, as amended).



This **Environmental Assessment** is building on the Secondary Plan Process that is underway for the Tecumseh Hamlet. DIALOG (planning/urban design consultant) and Dillon Consulting Limited (engineering consultant), have been retained by the Town of Tecumseh to assist with the finalization of the **Tecumseh Hamlet Secondary Plan**.

The Town of Tecumseh hosted its first Public Information Centre (PIC#1) on April 13, 2023, which introduced the area's municipal servicing needs, highlighted contemplated design concepts and provided an update on the Secondary Plan process.

A second in-person **Public Information Centre (PIC#2)** is being held to provide:

- i) An update on the Secondary Plan;
- ii) An overview of the McAuliffe Park Regional Park expansion and enhancement plan;
- iii) An update on the Class EA process; and
- iv) A summary of alternative municipal servicing design concepts and presentation of preliminary preferred design concepts.

In addition, the purpose of the **PIC#2** is to obtain public and agency feedback on the planning and engineering concepts prior to the completion of the Secondary Plan and Environmental Assessment, both of which are scheduled for completion early 2024.

PIC#2 Open House Schedule:

Date: Monday, November 27, 2023

Time: 4:00 pm to 7:00 pm

Location: Tecumseh Recreation Complex and Arena, Centre Ice Room
(Located on the Upper Level), 12021 McNorton Street, Tecumseh

Who should attend? Members of the public, property owners, local community groups, interested stakeholders and Indigenous Communities are encouraged to attend, provide comments and actively participate in the planning and environmental review process for this project.

We want to hear from you! PIC #2 material will also be available on the Town's website at www.tecumseh.ca. To provide comments or request further information, please contact one of the project team members listed below. The comment period related to this PIC#2 will be open until **January 5, 2024**, to ensure that affected stakeholders are provided with sufficient time to provide their input. Should you wish to provide input in advance of the PIC#2, please send your comments by **November 13, 2024**.

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Home / Business and Development / Planning and Development / Tecumseh Hamlet Secondary Plan

Tecumseh Hamlet Secondary Plan

Tecumseh Hamlet Secondary Plan

The Town of Tecumseh, in collaboration with DIALOG (planning/urban design consultant) and Dillon Consulting Limited (engineering consultant), has re-initiated the process to finalize the Tecumseh Hamlet Secondary Plan.

The Tecumseh Hamlet Settlement Area (see Key Map below) is situated south of County Road 22 and is generally delineated by County Road 19/Manning Road to the east, County Road 42 to the south and Banwell Road to the west.



The Tecumseh Hamlet Secondary Plan Area is a composite of primarily large undeveloped lands that are currently farmed. In addition, there are a number of natural heritage landscapes and existing homes. The scope of work will consider the broader Settlement Area to carefully integrate key municipal infrastructure elements between the Secondary Plan Area Lands and existing built-up areas of the Hamlet. These key infrastructure elements include the extension of roads, trails, and underground services. A broader focus will ensure a holistic approach to the evolution of the Settlement Area and ensure that the boundary satisfies the requirements of future class EA and Master Plan study.

The Secondary Plan will address the integration of existing and new development, land use distribution, and related infrastructure requirements. It will seek to strengthen mobility and street network connectivity; build an interconnected network of public open space; identify the location and distribution of community facilities; and identify the future development intensity and scope. One of the main goals of the Plan will be to deliver a complete, walkable and diverse community, comprising sustainable neighbourhoods through the provision of a wide variety of land uses and building types, supported and enhanced by quality private development and public spaces and amenities.

Public Meeting - September 24, 2024

The Town of Tecumseh will be holding a Public Meeting related to the Tecumseh Hamlet Secondary Plan. The [Notice for the Public Meeting](#) provides additional information on this meeting.

Draft Tecumseh Hamlet Secondary Plan - August 2024

The [Draft Tecumseh Hamlet Secondary Plan](#), and the associated initial [Administrative Report](#) and [Council Power Point Presentation](#) are available for review.

Past Events

For additional background information, please refer below to the past events (and associated documents) that have occurred.

December 2022 Open House

An Open House was held in December of 2022 to review [initial land use and design concepts](#) for the Secondary Plan area.

April 2023 Public Information Centre (PIC)

Following the December 2022 Open House a Public Information Centre (PIC) was held in April of 2023 with respect to:

1. Infrastructure Improvements/Municipal Class Environmental Assessment (EA) & Functional Design; and
2. Secondary Plan Project Update

The Municipal Class Environmental Assessment (EA) was prepared for the transportation, water, wastewater and stormwater infrastructure required to service the area for future development opportunities.

Proposed [infrastructure improvement design details](#) and [updated land use and design concepts](#) were provided.

November 27, 2023 Public Information Centre (PIC)

Following the first Public Information Centre (PIC #1) held on April 13, 2023, a second in-person Public Information Centre (PIC #2) was held on November 27, 2023 to provide:

1. An update on the Secondary Plan;
2. An overview of the McAuliffe Park Regional Park expansion and enhancement plan;
3. An update on the Class EA process; and
4. A summary of alternative municipal servicing design concepts and presentation of preliminary preferred land use design concepts.

These updated (November 2023) servicing design concepts and land use design concepts are available for review.

In addition, the purpose of the PIC #2 was to obtain public and agency feedback on the planning and engineering concepts prior to the completion of the Secondary Plan and Environmental Assessment, both of which were scheduled for completion early 2024.

Additional Information

The comment period related to PIC#2 and the Environmental Assessment was open until January 9, 2024, to ensure that affected stakeholders are provided with sufficient time to provide their input.

Town of Tecumseh Contacts

If you would like further information regarding the Tecumseh Hamlet Secondary Plan, or if you would like to be added to the mailing list, please contact the Town of Tecumseh.

Enrico De Cecco, MCIP, RPP

Senior Planner

Town of Tecumseh

Phone: (519) 735-2184 ext. 123 Email: edececco@tecumseh.ca

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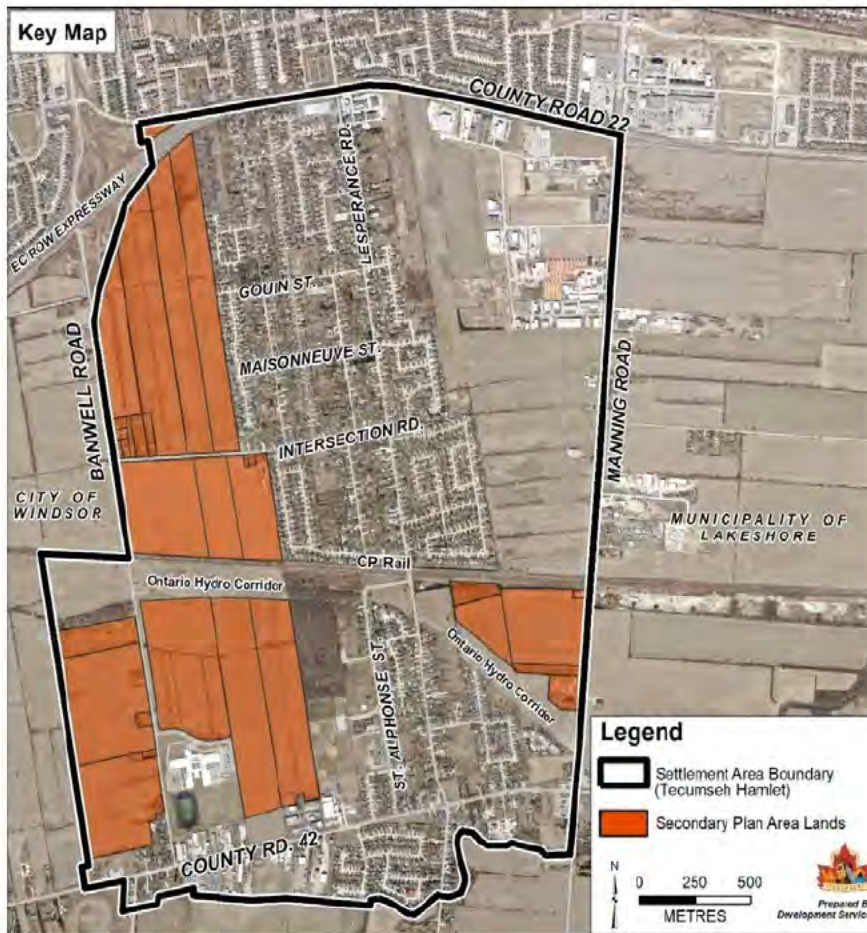
Designed by eSolutionsGroup (<http://www.esolutionsgroup.ca>).

Contact

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917 Lesperance Road
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Fax: 519 735 6712
Contact Us

Tecumseh Hamlet Infrastructure Improvements

Municipal Class EA & Functional Design



Study Area

The Study Area includes the “Secondary Plan Area Lands” designated for future development in the Tecumseh Hamlet.

Study Purpose

To support the Tecumseh Hamlet Secondary Plan being completed by Dialog Design, Dillon was retained by the Town of Tecumseh to complete a Municipal Class EA and Functional Design for the municipal infrastructure improvements required to service future development in the Secondary Plan Area.

- Proposed infrastructure improvements include transportation, water, wastewater and stormwater management projects.
- The purpose of the Project is to meet the requirements of the Municipal Class EA (2023) and develop a comprehensive Servicing Plan that facilitates the orderly and timely development of the Hamlet.
- Upon completion of this EA, projects identified as recommended will be approved to proceed with construction.

Tecumseh Hamlet Infrastructure Improvements

Municipal Class EA & Functional Design



Class EA Process

The **Municipal Class Environmental Assessment (MCEA)** is an approved planning and design process to ensure that municipal infrastructure projects meet the requirements of the Ontario Environmental Assessment Act.

MCEA PROJECT CATEGORY

The Project was reclassified to a **Schedule B project** in the recently amended *Municipal Class Environmental Assessment* (March 3, 2023). Schedule B projects must follow Phases 1 and 2 of the Class EA process and require an “environmental screening”. For this project, Phases 1 and 2 were covered by **previously completed Master Plans**:

- **Phase 1, “Problem/Opportunity”**, provided the need and justification for infrastructure improvements
- **Phase 2, “Alternative Solutions”**, evaluated and identified preferred solutions.

To avoid or minimize adverse impacts, the **Schedule B environmental screening process** involves:

- The development and evaluation of Design Options to implement the preferred solutions;
- The preparation of an inventory of the potentially affected environment;
- Public and agency consultation;
- The selection of preferred designs; and
- An impact assessment of the preferred designs, including mitigation measures.

Tecumseh Hamlet Infrastructure Improvements

Municipal Class EA & Functional Design



Background Studies

Previously Completed Master Plans:

Transportation Projects

- Town of Tecumseh Transportation Master Plan (2017)
- City of Windsor Banwell Road Environmental Assessment (2016)
- County Road 42 and 43 Environmental Assessment (2009)

Water and Wastewater Projects

- Town of Tecumseh Water and Wastewater Master Plan (2019)

Stormwater Projects

- Upper Litter River Watershed Drainage and Stormwater Management (SWM) Master Plan (2023); and
- Tecumseh Drainage Master Plan (2019).

Updated Problem/Opportunity Statement

The previous Master Plans concluded that road, water, wastewater and SWM projects are needed to service new development in Tecumseh Hamlet. These needs are reinforced by:

- Essex County's recent population, housing, employment and economic growth projections are substantially higher than previous projections
- Steady economic growth is forecasted in Windsor-Essex, associated with the battery manufacturing facility currently under construction; and
- The Province's *More Homes Built Faster Act* sets a target of 30,400 new houses in the County by 2031.

Tecumseh Hamlet Infrastructure Improvements

Municipal Class EA & Functional Design



Existing Conditions

Field investigations, to identify any restrictions and constraints to development, will be completed this growing season.

The investigations will include:

- Aquatic Assessments of Pike Creek and Municipal Drains
- Ecological Land Classification (ELC)
- Botanical Surveys



Giant Ironweed



Willowleaf Aster

Examples of SCC and SAR include Giant Ironweed (left) and Willowleaf Aster (right), respectively.

Natural Environment

Vegetation communities will be also be assessed in the field for their potential to provide habitat for Species at Risk (SAR) and Species of Conservation Concern (SCC).

The following features may provide constraints to development:

- Significant Woodlands (McAuliffe Park);
- Municipal Drains (direct and contributing fish habitat);
- Potential SAR habitat; and
- Candidate Significant Wildlife Habitat (SWH).

Stormwater Management Ponds will include Waterfowl mitigation features to address safety due to proximity to the Windsor International Airport.

Tecumseh Hamlet Infrastructure Improvements

Municipal Class EA & Functional Design



Existing Conditions

Fisher Archaeological Consulting completed a Stage 1 Archaeological Assessment of the Tecumseh Hamlet Secondary Plan Area lands in 2012:

- Most of these lands have high archaeological potential due to the presence of watercourses, historic Aboriginal, refugee slave and Euro-Canadian settlements and the presence of the Smith Black Cemetery on Banwell Road.
- A Stage 2 Archaeological Assessment is required prior to the construction and the development of infrastructure on lands noted within the Stage 1 archeological report.

Cultural Heritage: Archaeology & Built Heritage

The Ministry of Citizenship and Multiculturalism requires the preparation of a Cultural Heritage Evaluation Report (CHER) as part of this project to determine potential impacts on the Study Area's built heritage and cultural landscapes. Important features are:

- The Smith Black Cemetery
- The Banwell Black Settlement of the 1830's, as commemorated by a Provincial plaque
- The Lachance Farm on Intersection Road

Tecumseh Hamlet Infrastructure Improvements

Municipal Class EA & Functional Design



Existing Conditions

Socio-Economic Environment

Existing Land Uses, Tecumseh Hamlet

- The Hamlet's existing population is about 5,300
- Land uses consist primarily of single detached residences and some commercial uses, community facilities and parks

Provincial Policy Statement (PPS)

- "Settlement Areas" shall be the focus of growth and development
- Full municipal services are the preferred form of servicing
- Municipalities shall consider the wise use and management of natural heritage, water and cultural heritage resources when planning for infrastructure

County of Essex and

Town of Tecumseh Official Plans

- Both plans direct all non-agricultural development to "Settlement Areas", including the Tecumseh Hamlet, designated for "Future Development"
- The Town's plan projects a population of 32,050, an increase of 8,750 people by 2045
- Population projections prepared for the County's Official Plan Update project that the Town's population will be between 35,300 and 42,300 by 2051, significantly higher than previous projections
- Full municipal services are required in "Settlement Areas"

Tecumseh Hamlet Secondary Plan

- The Secondary Plan will address the integration of existing and new development, land use distribution, and related infrastructure requirements.
- The plan projects that 1,198 residential units will be built in the Hamlet over the next 10 years, potentially adding 3,000 people

Tecumseh Hamlet Infrastructure Improvements

Municipal Class EA & Functional Design



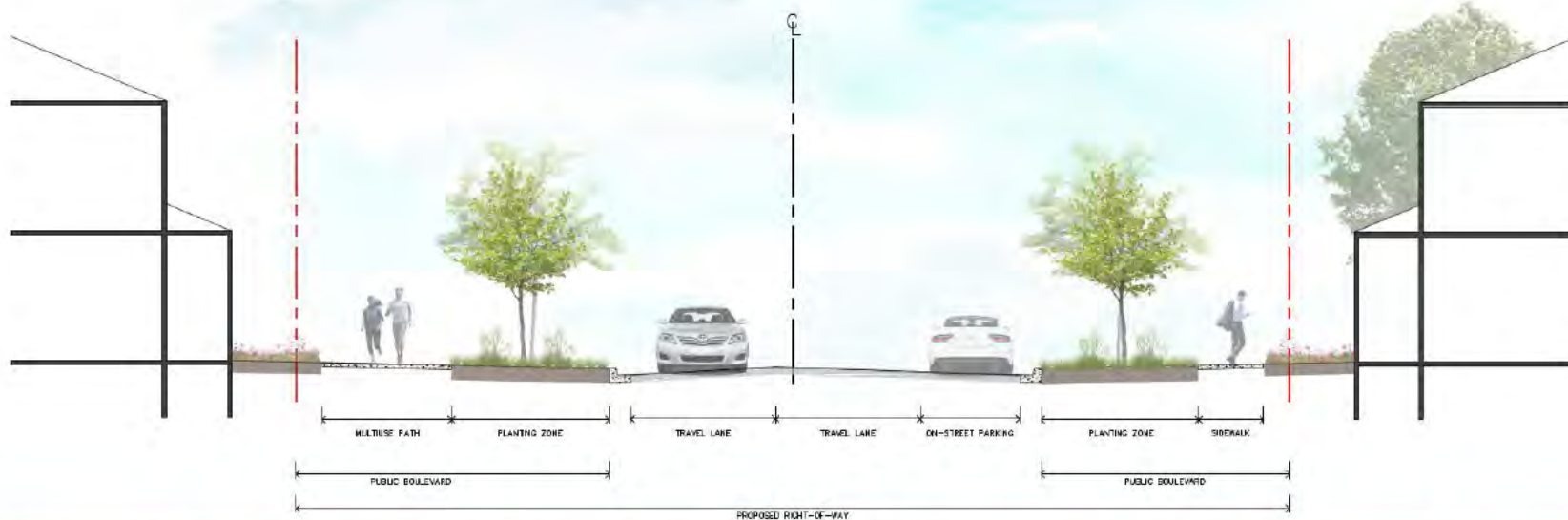
Transportation – Design Options

Town of Tecumseh Transportation Master Plan (2017)

Road improvements were identified as preferred solutions:

- Extension of Urban Collectors to Banwell Road/CR43;
 - Gouin Street;
 - Maisonneuve Street; and
 - Shields Street;
- Intersection Road Reconstruction from a rural cross-section to an urban cross-section.
- New Collector Roadway from Shields Street to CR42 through a new connection

Dillon has developed the following three Design Options for each road improvement project.



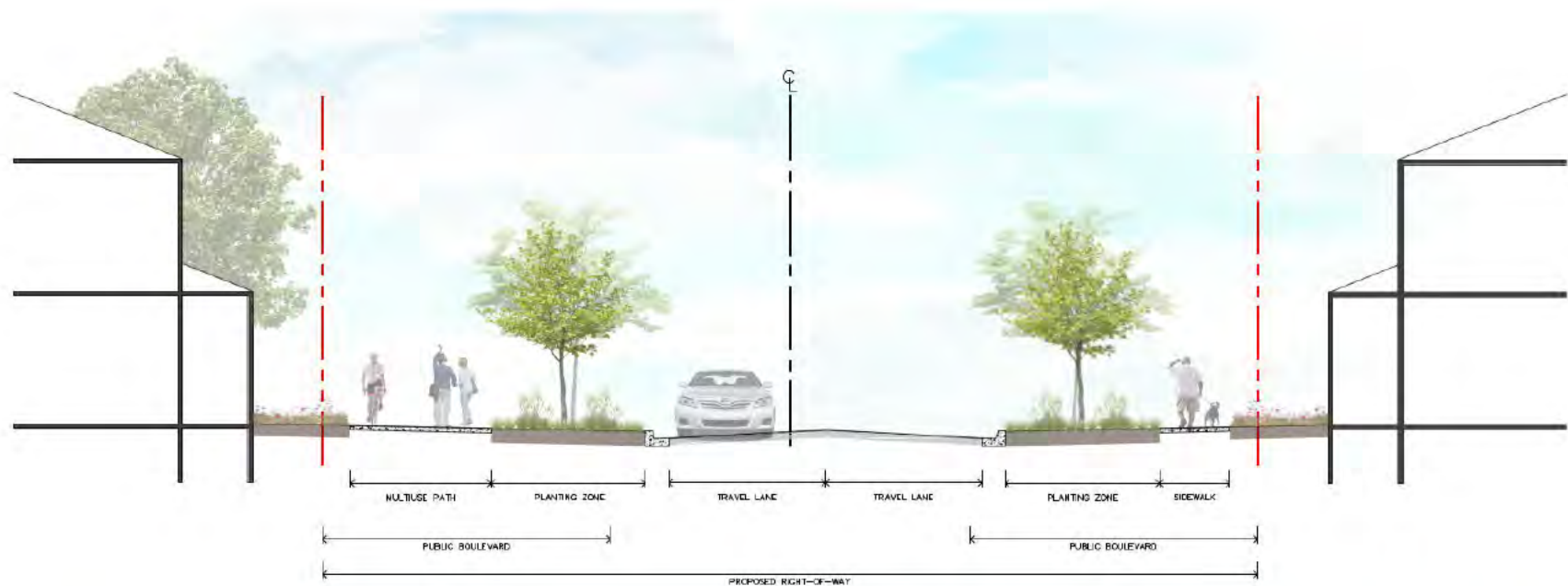
Option 1: Includes Off-Street Cycling Facilities (Multi-Use Path) and On-street Parking

Tecumseh Hamlet Infrastructure Improvements

Municipal Class EA & Functional Design



Transportation – Design Options



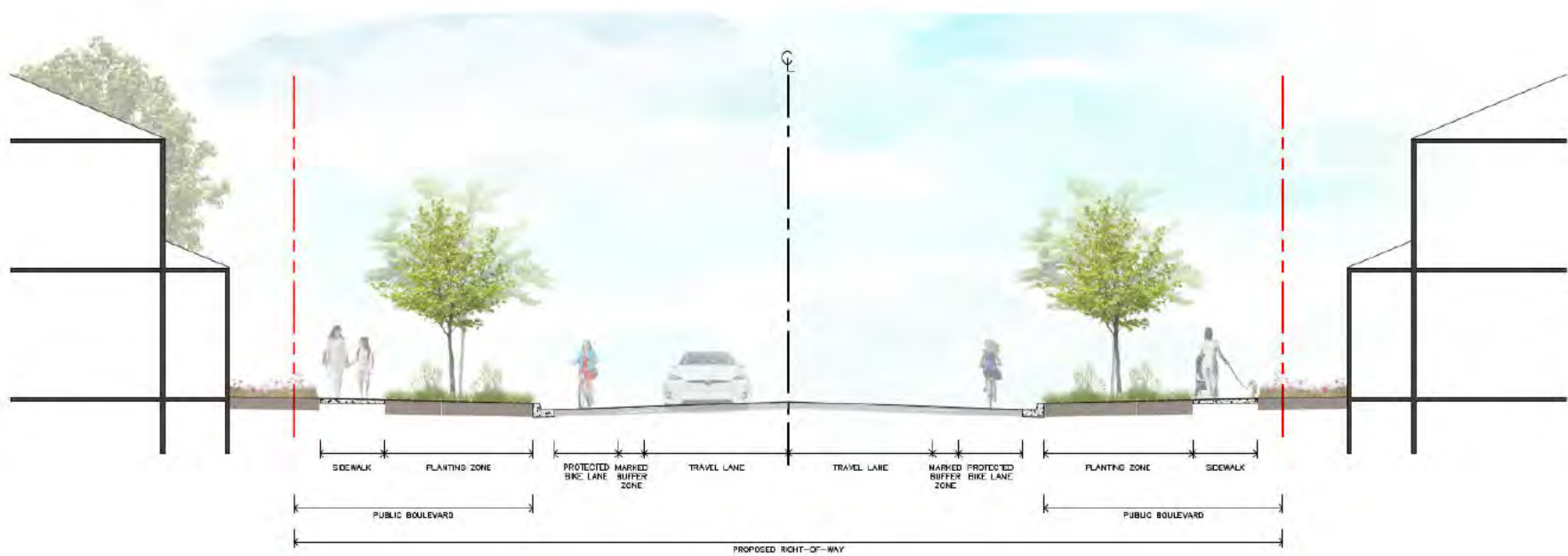
Option 2: Includes Off-Street Cycling Facilities (Multi-Use Path) and No Parking

Tecumseh Hamlet Infrastructure Improvements

Municipal Class EA & Functional Design



Transportation – Design Options



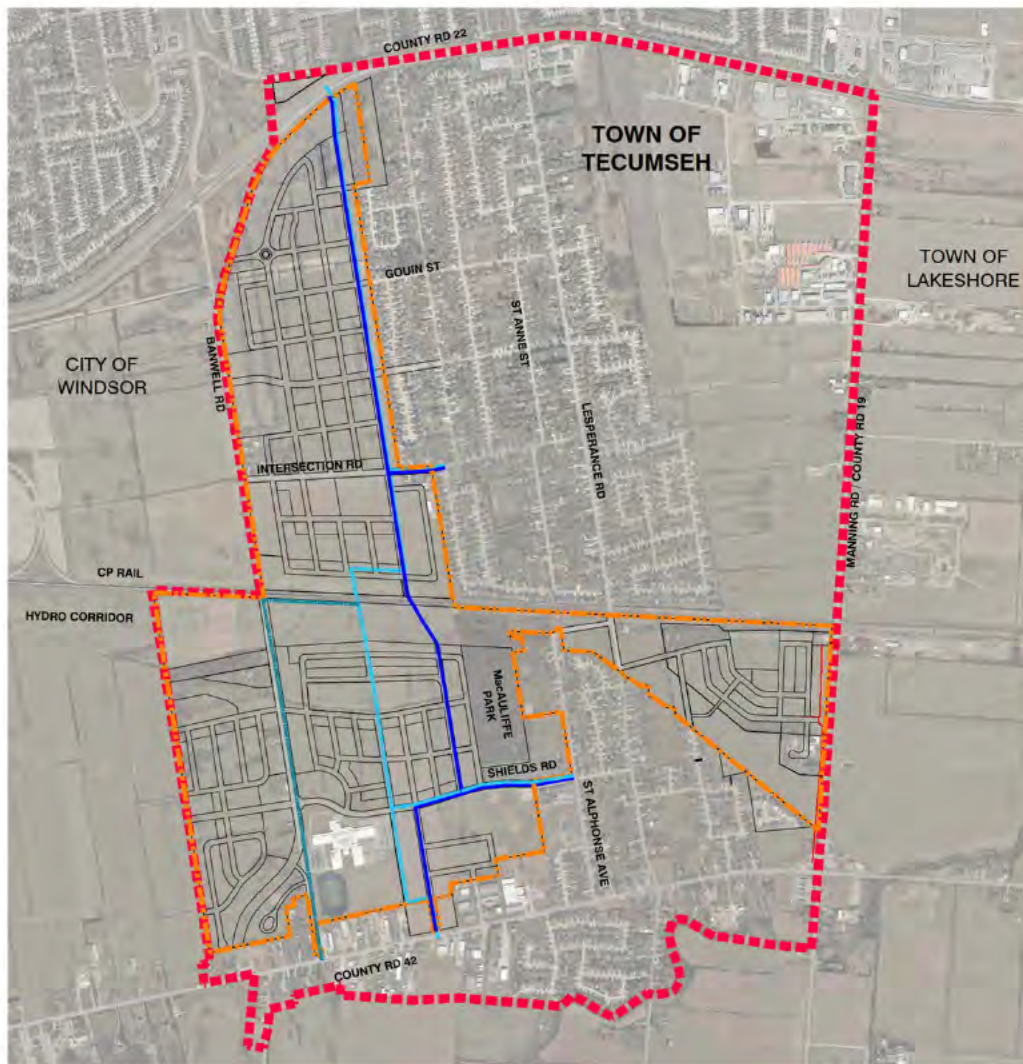
Option 3: Includes On-Street Cycling Facilities and No Parking

Tecumseh Hamlet Infrastructure Improvements

Municipal Class EA & Functional Design



Water – Preferred Solutions and Design Options



Town of Tecumseh Water and Wastewater Master Plan (2019)

The Town's Water and Wastewater Master Plan (WWMP) Update, identified two trunk watermains as preferred water supply solutions:

- West Tecumseh Trunk Watermain, County Road 22 to CP Railway;
- West Tecumseh Trunk Watermain, CP Railway to County Road 42.

LEGEND

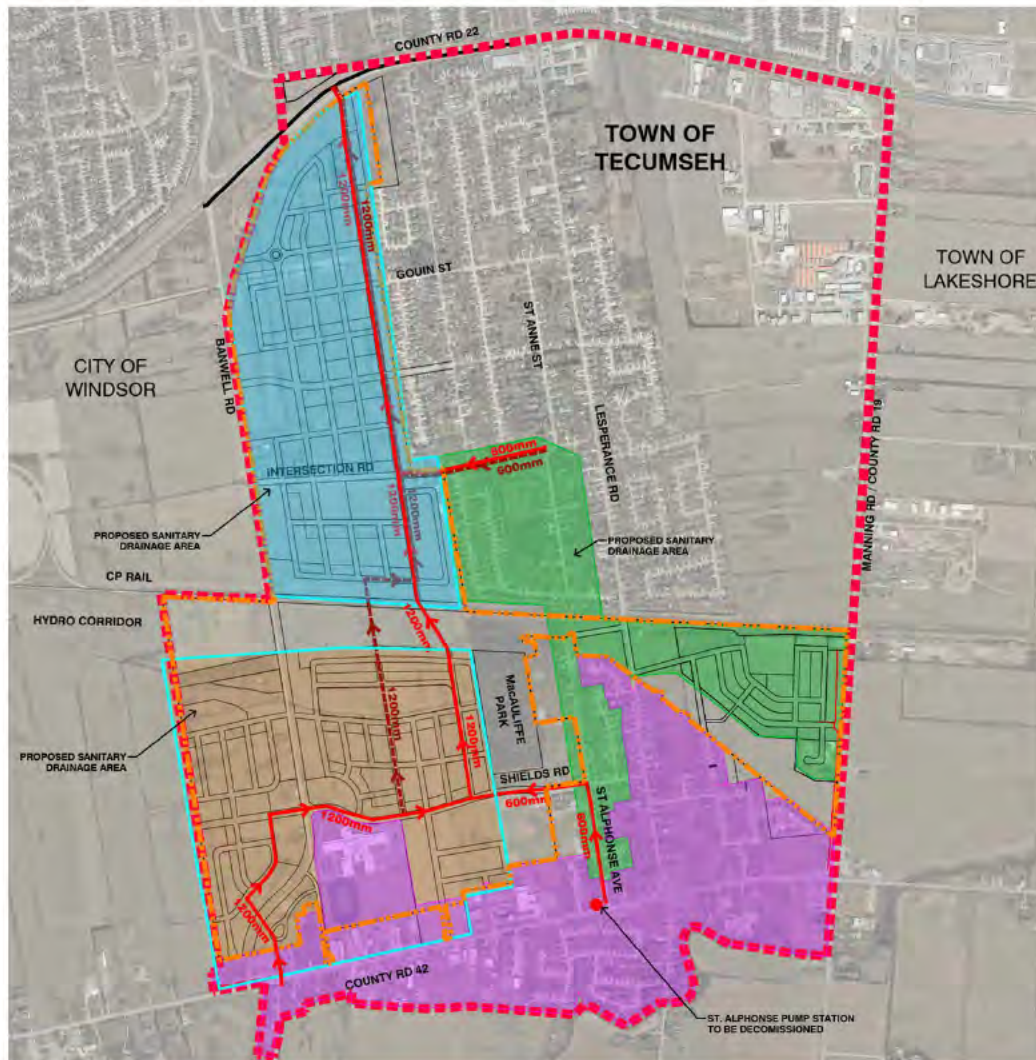
- URBAN AREA BOUNDARY
- TECUMSEH HAMLET STUDY AREA BOUNDARY
- NEW TRUNK WATERMAINS OPTION 1
- NEW TRUNK WATERMAINS OPTION 2
- NEW TRUNK WATERMAINS OPTION 3

Tecumseh Hamlet Infrastructure Improvements

Municipal Class EA & Functional Design



Wastewater – Preferred Solutions and Design Options



Town of Tecumseh Water and Wastewater Master Plan (2019)

The Town's Water and Wastewater Master Plan (WWMP) identified three sewage projects as preferred solutions for servicing the Hamlet:

- West Tecumseh Trunk Sewer, County Road 22 to CP Railway and Intersection Road Relief Sewer;
- West Tecumseh Trunk Sewer, CP Railway to CR 42; and
- Southeast Hamlet Sanitary Sewer System and Pump Station Outlet.

The west trunk sewer provides opportunity to reassign drainage areas to avoid impacts to existing developed areas (and better distribute sewage flows).

LEGEND

- ■ ■ ■ ■ URBAN AREA BOUNDARY
- — — — — TECUMSEH HAMLET STUDY AREA BOUNDARY
- NEW TRUNK SANITARY SEWER OPTION 1
- - - - - NEW TRUNK SANITARY SEWER OPTION 2
- EXISTING TRUNK SANITARY SEWER
- SANITARY PUMP STATION

Tecumseh Hamlet Infrastructure Improvements

Municipal Class EA & Functional Design



Evaluation of Design Options (Next Step)

As the next step in the Class EA process, the Design Options will be compared and evaluated using the following criteria:

Technical Considerations	Cultural Heritage	Natural Environment	Socio-Economic Environment
<ul style="list-style-type: none">• Cost• Constructability• Health and Safety• Compatibility with Existing Infrastructure• Resiliency to accommodate changes to environment (i.e. Climate Change)	<ul style="list-style-type: none">• Impacts on Cultural Resources including Archaeological Resources, Built Heritage and Cultural Landscapes	<ul style="list-style-type: none">• Impacts on Aquatic and Terrestrial Resources, Species at Risk (SAR), Potential SAR habitat and Candidate Significant Wildlife Habitat (SWH)	<ul style="list-style-type: none">• Impacts on farmland, residential uses, parks and recreational facilities and all other land uses that are potentially affected by the design options• Conformity to Provincial, County and Local land use planning policies.

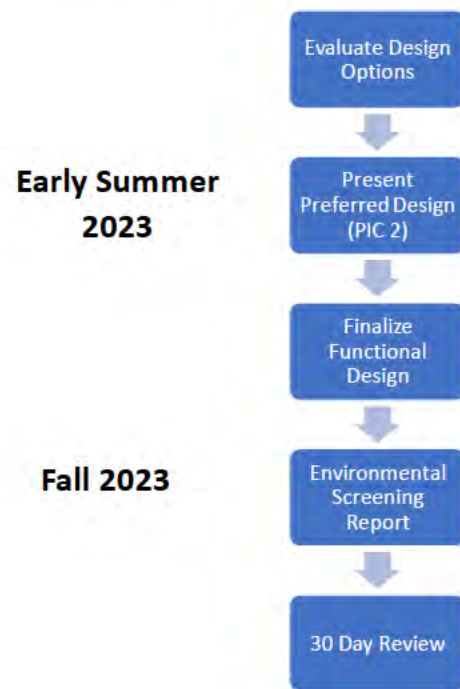
Based on the evaluations, Preferred Design Options will be presented at Public Information Session #2.

Tecumseh Hamlet Infrastructure Improvements

Municipal Class EA & Functional Design



Next Steps and Timelines



Provide your input!

To provide comments on this project or request further information, please contact one of the project team members listed below.

Please provide your comments by Thursday May 11, 2023.

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Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements



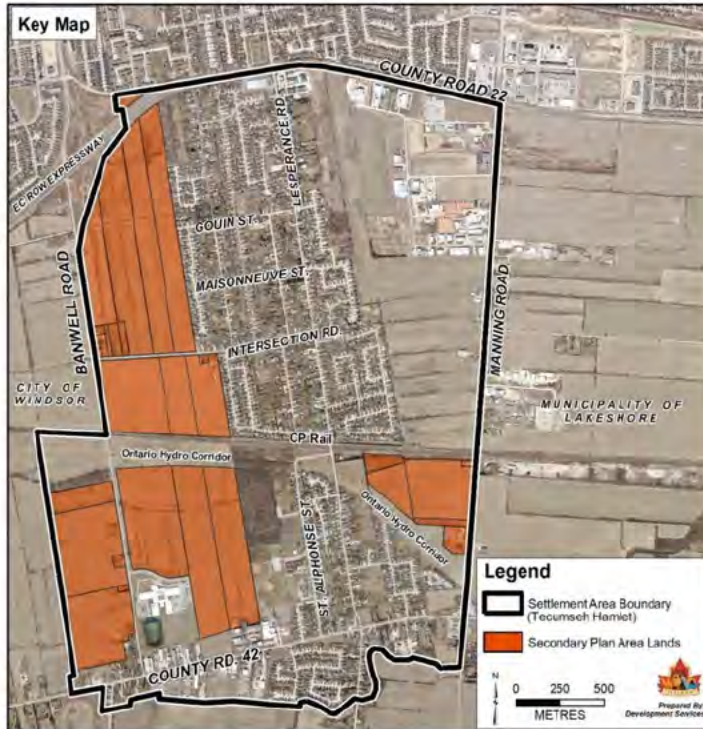
Municipal Class Environmental
Assessment and Functional Design

Public Information Centre #2
November 27, 2023



Tecumseh Hamlet Infrastructure Improvements

Municipal Class Environmental Assessment & Functional Design



Study Purpose

Recommend municipal infrastructure improvements needed to serve future development in the Secondary Plan Area.

Study Objectives

- ✓ Support development
- ✓ Develop a comprehensive Servicing Plan
- ✓ Projects identified as *recommended* will be approved to proceed with design and construction

Purpose of PIC #2

To provide opportunity for the public and stakeholders to review and comment on the preliminary preferred design concepts. Assist the Town with finalizing the servicing strategy and proceeding with necessary projects.

Proposed infrastructure improvements include:

-  Transportation
-  Water
-  Wastewater
-  Stormwater Management

Tecumseh Hamlet Infrastructure Improvements

Municipal Class Environmental Assessment & Functional Design



2

Municipal Class EA Process

The **Municipal Class Environmental Assessment (MCEA)** is an approved planning and design process used to ensure that municipal infrastructure projects meet the requirements of the Ontario Environmental Assessment Act.

The Schedule C process is being followed. Phases 1 and 2 of the MCEA were covered by the previously completed Master Plans. This study will address Phases 3 and 4.

Design Concept Alternatives were presented at PIC # 1 on April 13, 2023.



To avoid or minimize adverse impacts, Phase 3 involves:

- The development and evaluation of Design Concepts to determine the preferred solution;
- The preparation of a detail inventory of the potentially affected environment and impact assessment of the Design Concepts;
- The selection of the preliminary preferred concepts; and
- Public and agency consultation and the selection of the preferred concept.





Problem / Opportunity Statement

Municipal infrastructure, including road, water, wastewater and stormwater infrastructure, are required to service new development in the Tecumseh Hamlet Secondary Plan Area.

The facilities will be planned and designed to mitigate impacts on the natural heritage environment, water resources, cultural resources and existing municipal infrastructure.

Background Studies

Site Investigations Completed

- Stage 1 Archaeological Assessment
- Cultural Heritage Assessment
- MTO Landfill - Methane Gas Investigation
- Environmental Condition Assessment

Engineering Analysis

- Transportation Impact Study Update
- Stormwater Management Analysis
- Sanitary System Capacity Assessment

Previously Completed Master Plans:

Transportation

- Town of Tecumseh Transportation Master Plan (2017)
- City of Windsor Banwell Road Environmental Assessment (2016)
- County Road 42 and 43 Environmental Assessment (2009)
- County Road 22/19 Environmental Assessment (2009)

Water and Wastewater

- Water and Wastewater Master Plan (2019)

Stormwater

- Upper Litter River Watershed Drainage and Stormwater Management (SWM) Master Plan (2023)
- Tecumseh Drainage Master Plan (2019)

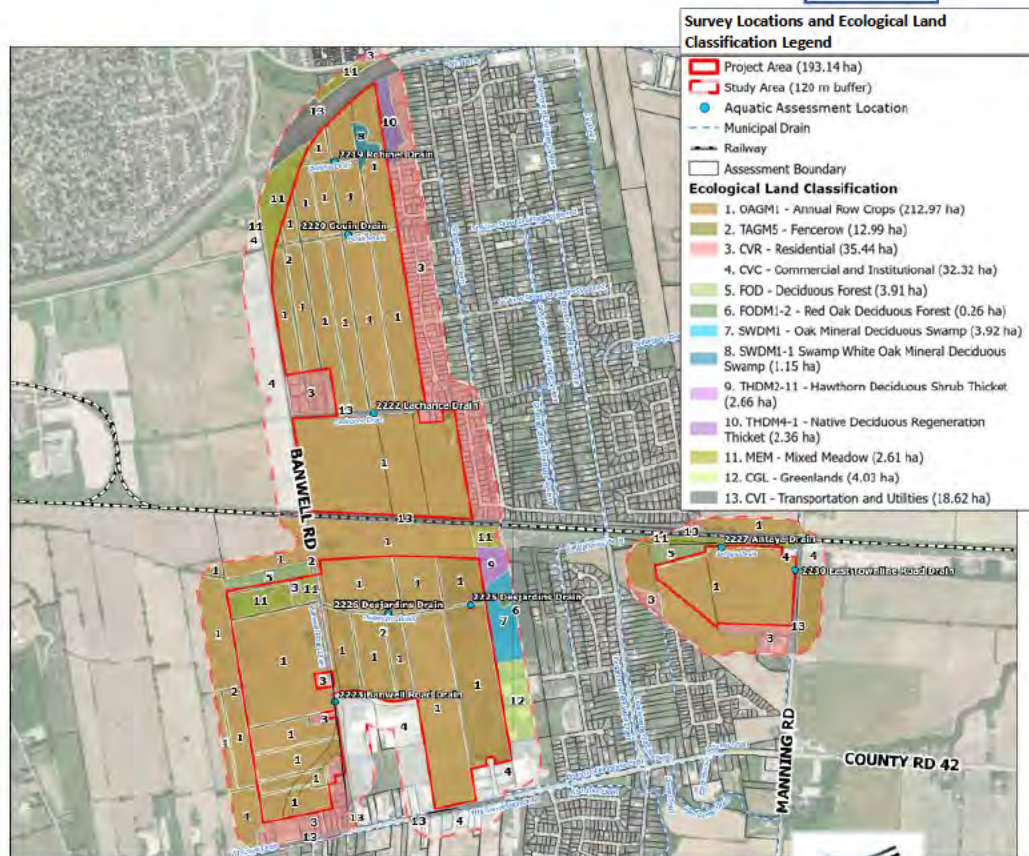
Tecumseh Hamlet Infrastructure Improvements

Municipal Class Environmental Assessment & Functional Design



Natural Environment

- A total of 7 natural communities and 5 cultural communities exist within the Study Area.
- The majority of the Study Area consists of developed cultural communities, most of which are active agricultural lands with annual row crops.
- Based on the existing conditions documented, a total of 15 Species at Risk (SAR) have the potential to occur in the general vicinity of the Study Area including bats, snakes, and vegetation.
- 19 species were incidentally observed within the Study Area during the field surveys undertaken in March 2023, all considered Secure (S5) or Apparently Secure (S4) in the province.



Cultural Environment

Stage 1 Archaeological Assessment

(Fisher Archaeological Consulting, April 2013)

- High potential for archaeological significant resources, including historic Aboriginal, refugee slave Euro-Canadian settlements and the presence of the Smith Black Cemetery on Banwell Road.
- Stage 2 Archaeological Assessment(s) (AA) are required prior to the construction and the development of infrastructure on lands noted within the Stage 1 AA Report.

Cultural Heritage Assessment (ASI, August 2023):

Built Heritage Resources (BHR) and Cultural Heritage Landscape (CHL) Assessment

A total of 1 known CHL, 3 potential CHLs, 1 potential BHR, and 1 commemorative feature (CF) were identified within the study area as part of the August 2023 study.

- The known CHL is designated under Part IV of The Ontario Heritage Act.
- The study provides a detailed analysis of the potential impacts and proposed mitigation measures for protecting the identified CHLs, BHR, and CF.





Socio-Economic Environment

- This Servicing Plan is being done in conjunction with the **Town's Tecumseh Hamlet Secondary Plan, Official Plan Amendment.**

Existing Land Uses, Tecumseh Hamlet

- The Hamlet's existing population is about 5,300
- Land uses consist primarily of single detached residences and some commercial uses, community facilities and parks

Provincial Policy Statement (PPS)

- "Settlement Areas" shall be the focus of growth and development
- Full municipal services are the preferred form of servicing
- Municipalities shall consider the wise use and management of natural heritage, water and cultural heritage resources when planning for infrastructure

County of Essex and

Town of Tecumseh Official Plans

- Both plans direct all non-agricultural development to "Settlement Areas", including the Tecumseh Hamlet, designated for "Future Development"
- The Town's plan projects a population of 32,050, an increase of 8,750 people by 2045
- The County's Official Plan Update projects that the Town's population will be between 35,300 and 42,300 by 2051, significantly higher than previous projections
- Full municipal services are required in "Settlement Areas"

Tecumseh Hamlet Secondary Plan

- The Secondary Plan will address the integration of existing and new development, land use distribution, and related infrastructure requirements.
- The plan projects that 1,500 residential units will be built in the Hamlet over the next 10 years, potentially adding more than 3,500 people to this area.

Tecumseh Hamlet Infrastructure Improvements

Municipal Class Environmental Assessment & Functional Design



Transportation

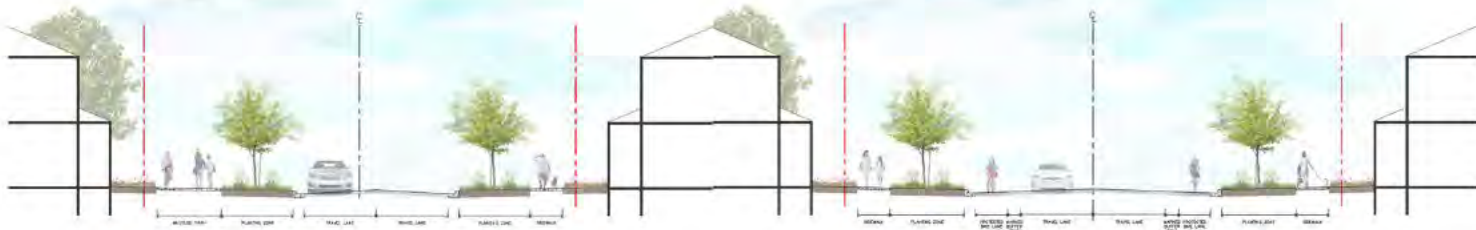
To support the internal road network, accommodate growth and promote connectivity, three Urban Collectors are required north of the CPR Rail Corridor at:

- Gouin Street;
- Maisonneuve Street; and
- Intersection Road.

- ✓ Provide 23.0m (75.5ft) right-of-way for future Urban Collector Roads.
- ✓ Improve existing roadways and provide linkage to Lesperance Road.
- ✓ Introduce Active Transportation Corridors (pathways for bike and pedestrian traffic).



Alternative 1: Includes Off-Street Cycling Facilities (Multi-Use Path) and On-street Parking



Alternative 2: Includes Off-Street Cycling Facilities (Multi-Use Path) and No Parking

Alternative 3: Includes On-Street Cycling Facilities and No Parking

Tecumseh Hamlet Infrastructure Improvements

Municipal Class Environmental Assessment & Functional Design



Transportation

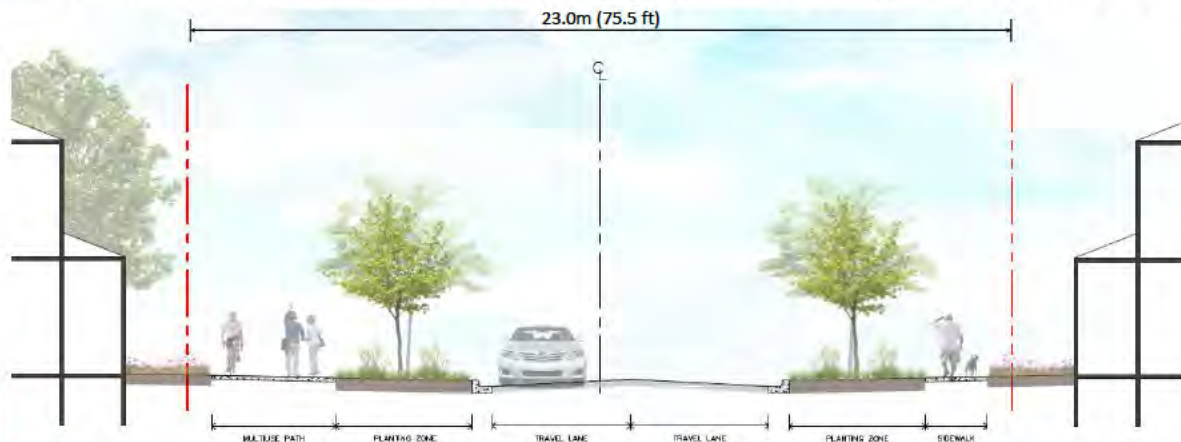
Typical Urban Collectors Cross Section:

- Commercial Main Street Area shall include provisions for on street parking.

Preliminary Preferred Design Concept



Preliminary Preferred Design Concept Alternative 2: Includes Off-Street Cycling Facilities (Multi-Use Path) and No On Street Parking



Evaluation Criteria	Alternative Design Concepts – Gouin, Maisonneuve and Intersection Collector		
	Design Concept #1 OFF-STREET CYCLING FACILITIES (MUP) AND ON-STREET PARKING	Design Concept #2 OFF-STREET CYCLING FACILITIES (MUP) AND NO PARKING	Design Concept #3 ON-STREET CYCLING FACILITIES AND NO PARKING
Natural Environment	●	●	●
Socio-Cultural Environment	◐	◐	◐
Financial Factors	◑	●	◑
Technical Factors	◐	◑	◐
OVERALL SUMMARY	Least Preferred	Most Preferred	Somewhat Preferred

● Most Preferred ◐ More Preferred ◑ Somewhat Preferred ○ Less Preferred ○ Least Preferred

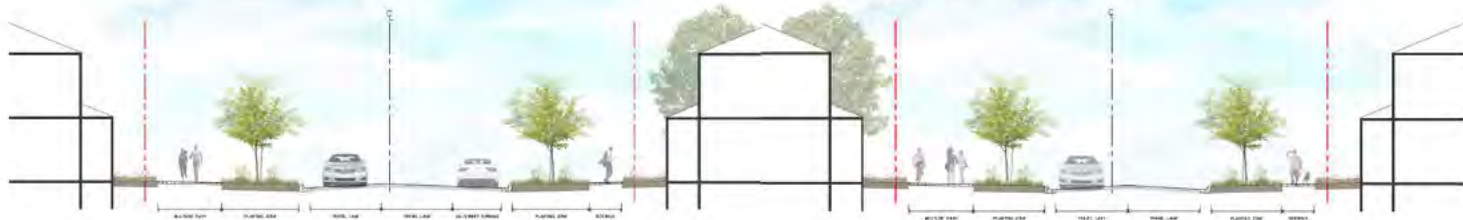
Tecumseh Hamlet Infrastructure Improvements

Municipal Class Environmental Assessment & Functional Design



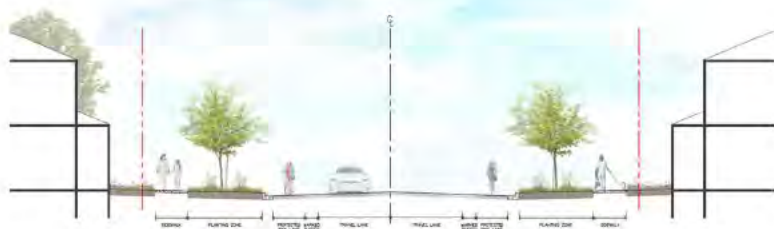
Transportation - Shields Street (Collector)

To support the internal road network, a 23.0m (75.5ft) wide Urban Collector is required south of the CPR Rail Corridor at Shields Street.



Alternative 1: Includes Off-Street Cycling Facilities (Multi-Use Path) and On-street Parking

Alternative 2: Includes Off-Street Cycling Facilities (Multi-Use Path) and No Parking



Alternative 3: Includes On-Street Cycling Facilities and No Parking



Alternative 4: Includes Off-Street Cycling Facilities (Multi-Use Path), No Parking, and Bio Swale Median

Tecumseh Hamlet Infrastructure Improvements

Municipal Class Environmental Assessment & Functional Design

10



Transportation - Shields Street (Collector)

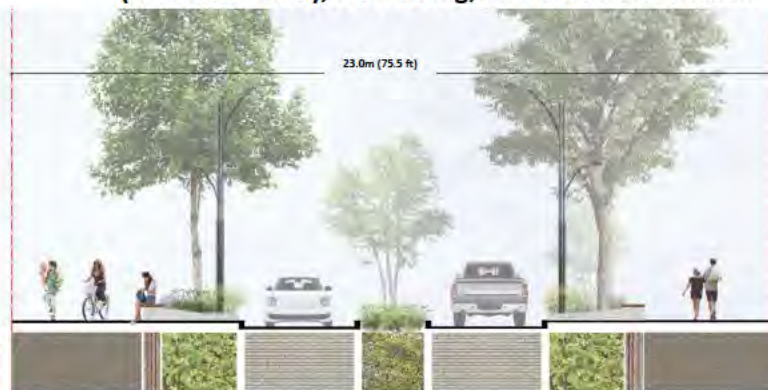
- ✓ Roadway will be integrated into the enhanced McAuliffe Regional Park Improvements.
- ✓ Designated Pedestrian Crossover signals will be used.
- ✓ Raised planters and wayfinding signage will be used to assist movement of pedestrians and cyclists.
- ✓ Refer to the Secondary Plan PIC #3 for more details.

Preliminary Preferred Design Concept



Preliminary Preferred Design Concept

Alternative 4: Includes Off-Street Cycling Facilities (Multi-Use Path), No Parking, and Bio Swale Median



Evaluation Criteria	Alternative Design Concepts – Shields Street Collector			
	Design Concept #1 Off-Street Cycling Facilities and On-street Parking	Design Concept #2 Off-Street Cycling Facilities and No Parking	Design Concept #3 On-Street Cycling Facilities and No Parking	Design Concept #4 Off-Street Cycling Facilities, No Parking, and Bio Swale Median
Natural Environment	●	●	●	●
Socio-Cultural Environment	●	●	●	●
Financial Factors	●	●	●	●
Technical Factors	●	●	●	●
OVERALL SUMMARY	Least Preferred	More Preferred	Somewhat Preferred	Most Preferred
<div> <div>● Most Preferred</div> <div>● More Preferred</div> <div>● Somewhat Preferred</div> <div>● Less Preferred</div> <div>● Least Preferred</div> </div>				

Tecumseh Hamlet Infrastructure Improvements

Municipal Class Environmental Assessment & Functional Design



Water Servicing

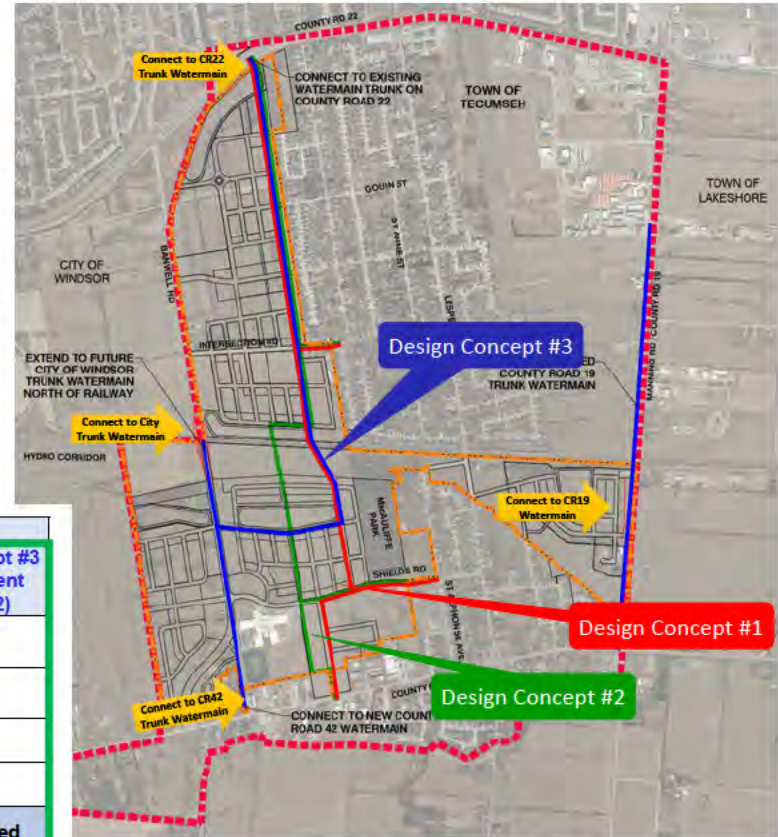
- ✓ Provide water service for future development area.
- ✓ New interconnection with the City of Windsor's Trunk watermain on Banwell Road.
- ✓ Improved water circulation and servicing capabilities for existing and future areas to satisfy the Water and Wastewater Master Plan.

Preliminary Preferred
Design Concept



- Most Preferred
- More Preferred
- Somewhat Preferred
- Less Preferred
- Least Preferred








Evaluation Criteria	Alternative Design Concepts		
	Design Concept #1 East alignment (Odessa/CR42)	Design Concept #2 Center Alignment (Odessa/CR42)	Design Concept #3 West Alignment (CR43/CR42)
Natural Environment	○	●	●
Socio-Cultural Environment	○	●	○
Financial Factors	○	●	●
Technical Factors	○	○	●
OVERALL SUMMARY	Less Preferred	Least Preferred	Most Preferred











Wastewater Servicing

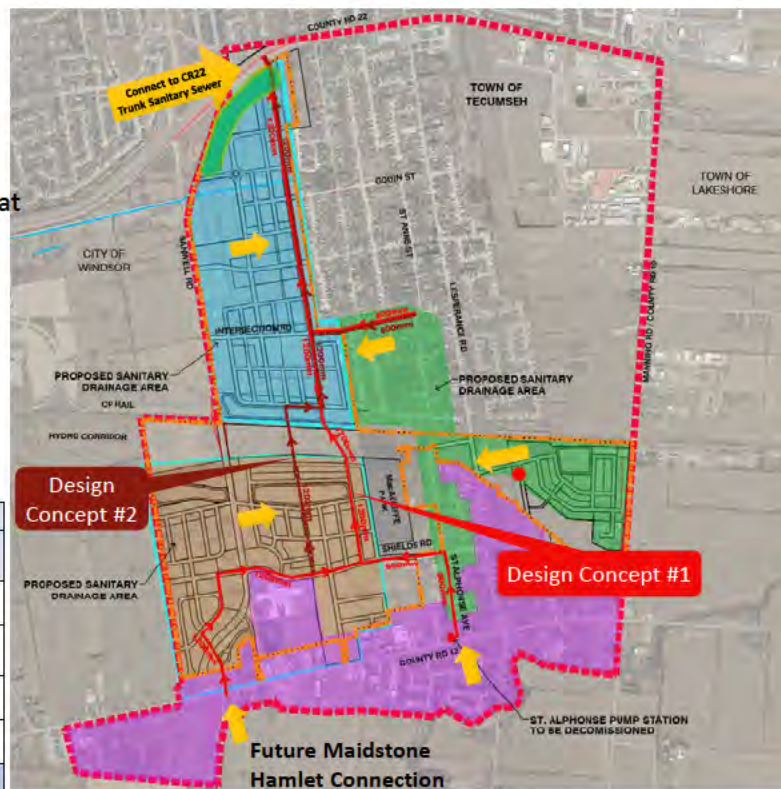
- ✓ Provide wastewater service for future development area.
- ✓ Redistribute wastewater flows to provide relief for the existing developed areas.
- ✓ Utilize updated design criteria and population densities that considers impacts of wet weather on the system.

LEGEND

-  URBAN AREA BOUNDARY
 TECUMSEH HAMLET STUDY AREA BOUNDARY
 NEW TRUNK SANITARY SEWER DESIGN CONCEPT #1
 NEW TRUNK SANITARY SEWER DESIGN CONCEPT #2
 EXISTING TRUNK SANITARY SEWER
 SANITARY PUMP STATION
-  Sewage Flow Contribution

	Alternative Design Concepts	
Evaluation Criteria	Design Concept #1 Central Alignment	Design Concept #2 West Alignment
Natural Environment		
Socio-Cultural Environment		
Financial Factors		
Technical Factors		
OVERALL SUMMARY	Most Preferred	Least Preferred

Preliminary Preferred Design Concept



- ☒ Most Preferred
 ☐ More Preferred
 ☐ Somewhat Preferred
 ☐ Less Preferred
 ☐ Least Preferred

- ✓ Provide quality and quantity control of runoff to protect the upper reaches of the Little River drain.
- ✓ Require three (3) controlled outlets to existing drains to mitigate downstream impacts.
- ✓ Incorporate flexibility to accommodate Climate Change.
- ✓ Accommodate capacity to improve storm sewer systems upstream along existing residential streets (i.e. Shawnee, Hebert).

[illegible]



Stormwater Management West Hamlet

Wet Pond

- ✓ Provide water quality control and quality control, to mitigate the need for upstream quality control measures which are costly and difficult to maintain to ensure proper effectiveness.
- ✓ Can be incorporated into natural spaces and provide natural environment linkages.
- ✓ Meets SWM Regional and provincial guidelines.
- ✓ Must consist of features to mitigate waterfowl due to proximity with the Airport.

Dry Pond

Gouin Pond is within the Windsor Airport Runway Approach Zone, therefore a Dry Pond is recommended to discourage the presence of waterfowl. Upstream quality control measures shall be accommodated accordingly.

Both dry and wet facilities would have similar footprints and both will include natural features, waterfowl mitigation measures and sediment and erosion control.

Preliminary Preferred
Design Concept



Wet Pond



Permanent
Wetted Area

Dry Pond



Dry Area

Tecumseh Hamlet Infrastructure Improvements

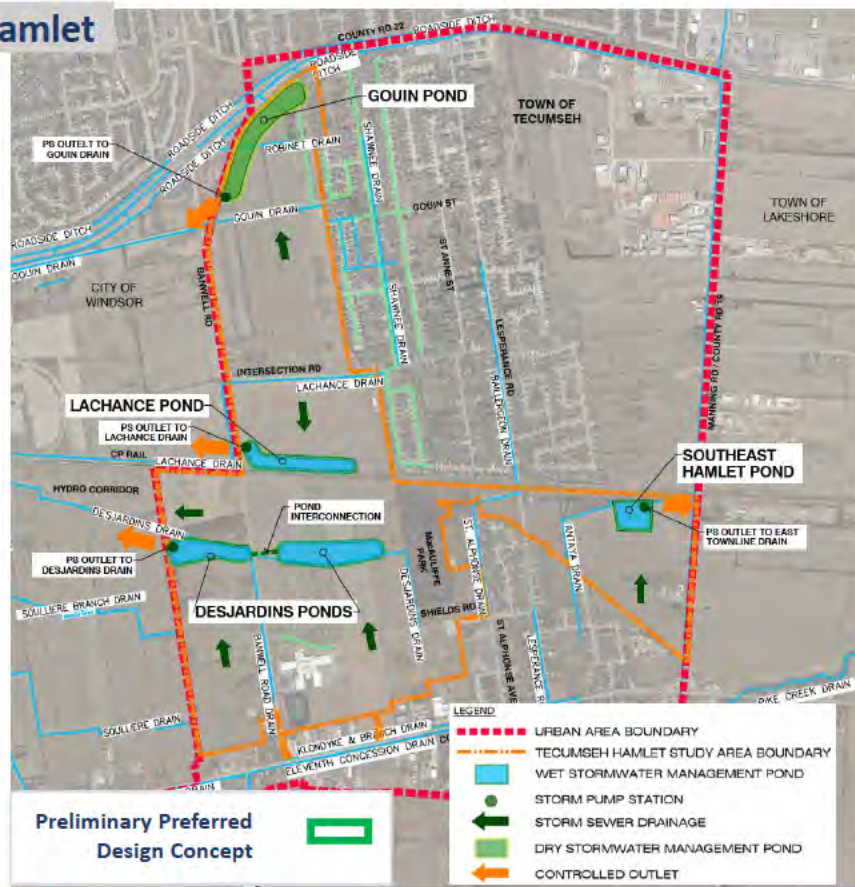
Municipal Class Environmental Assessment & Functional Design



Stormwater Management West Hamlet

Alternative Design Concepts – LaChance and Desjardins Stormwater Management Facility		
Evaluation Criteria	Design Concept #1 Wet Stormwater Management Facility	Design Concept #2 Dry Stormwater Management Facility
Natural Environment	☉	☐
Socio-Cultural Environment	☉	☐
Financial Factors	●	☉
Technical Factors	☐	☐
OVERALL SUMMARY	Most Preferred	Least Preferred

Alternative Design Concepts – Gouin Stormwater Management Facility		
Evaluation Criteria	Design Concept #1 Wet Stormwater Management Facility	Design Concept #2 Dry Stormwater Management Facility
Natural Environment	☉	☐
Socio-Cultural Environment	☉	☐
Financial Factors	☉	☐
Technical Factors	☐	☐
OVERALL SUMMARY	Least Preferred	Most Preferred



Tecumseh Hamlet Infrastructure Improvements





Municipal Class Environmental Assessment & Functional Design



Stormwater Servicing Southeast Hamlet

- ✓ The preferred stormwater management solution is to implement a Stormwater Management Facility that also serves the Antaya Drainage area.
- ✓ A wet pond is recommended.
- ✓ Incorporate flexibility to accommodate Climate Change.
- ✓ One (1) controlled outlet to the existing municipal drain along CR19, East Townline Drain.
- ✓ The area shall outlet to the East Townline Line drain. Under ultimate conditions, the East Townline Drain is planned to be redirected south to the Pike Creek Drain (CR19/CR22 EA).

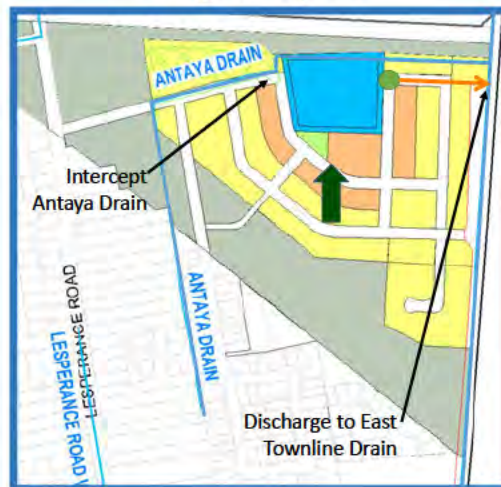
LEGEND

-  WET STORMWATER MANAGEMENT POND
-  STORM PUMP STATION
-  STORM SEWER DRAINAGE
-  CONTROLLED OUTLET

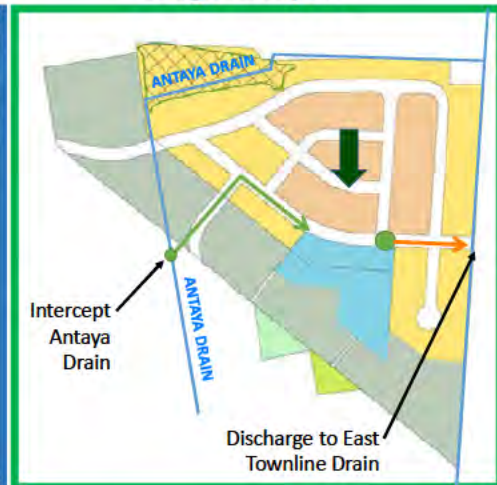
Preliminary Preferred Design Concept











Design Concept # 1



Design Concept # 2



Alternative Design Concepts – Southeast Hamlet Stormwater Management Facility

Evaluation Criteria	Design Concept #1 North SWMF, South of CPR Corridor	Design Concept #2 South SWMF, Partially in Hydro Corridor
Natural Environment		
Socio-Cultural Environment		
Financial Factors		
Technical Factors		
OVERALL SUMMARY	Less Preferred	More Preferred

● Most Preferred

● More Preferred

○ Somewhat Preferred

○ Less Preferred

○ Least Preferred

Tecumseh Hamlet Infrastructure Improvements

Municipal Class Environmental Assessment & Functional Design



Potential Impacts and Mitigation

Potential Impact	Proposed Mitigation
Impacts to Surrounding Lands	<ul style="list-style-type: none"> • Windsor Airport Safety - Design stormwater management ponds to include provisions for waterfowl mitigation and natural features. • Existing Road Network – Incorporate Traffic Calming, where warranted, restore disturbed areas. • Municipal Servicing –Proposed infrastructure considers needs of the existing servicing areas.
Construction & Maintenance	<ul style="list-style-type: none"> • Inform property owners about upcoming construction. • Use construction best management practices to minimize disruption, such as sediment and erosion control, controlling dust and following noise by-laws. • Implement necessary detours and signage. • Regular maintenance of ponds and pump stations, regular monitoring of waterfowl and natural features.
Property Impacts	<ul style="list-style-type: none"> • Avoid property impacts where possible, acquire property or easements, where necessary. • Compensation based on independently completed appraisal based on market values. • Consultation with effected landowners. Regular updates on the timing of progress on projects.
Archaeological and Cultural Heritage Resources	<ul style="list-style-type: none"> • Complete Stage 2 archaeological assessments prior to construction, and Stage 3 and 4 assessments, as required. • Engage indigenous communities during the planning and construction. • Notify appropriate agencies should unexpected resources be recovered during construction. • Establishing no-go zones with fencing and issue instructions to construction crews to avoid identified heritage resources. • Complete a resource-specific Heritage Impact Assessment (HIA) by a qualified heritage professional.
Natural Environment	<ul style="list-style-type: none"> • Minimize tree removal and replace any trees removed. • Protect existing natural environmental significant areas. • Development of mitigation plans to protect terrestrial and aquatic habitat. Prohibit construction during spawning and nesting seasons. • Obtain necessary regulatory permits. • Recommend necessary setbacks and barriers in the vicinity of the landfill site.

Tecumseh Hamlet Infrastructure Improvements

Municipal Class Environmental Assessment & Functional Design



Implementation/ Projects



The Town will continue to work with Developers to implement municipal servicing proposed herein.



Transportation

Collector Road Improvements

- Intersection Road Reconstruction (Lesperance Rd. to Shawnee Rd.) (2024)
- Intersection Road Reconstruction (Shawnee Rd. to Banwell Rd.)
- Gouin Street Extension
- Maisonneuve Street Extension
- Shields Street Extension and McAuliffe Park Expansion
- Shields Drive Interim Safety Improvements

Arterial Road Improvements (By Others)

- Banwell/CR22 Interchange Improvements (City of Windsor) (Design 2023/2024)
- County Road 43 Diversion (County of Essex) (2025)
- County Road 42 Improvements – Ongoing (County of Essex)



Watermain

- Banwell Road and County Road 43 Trunk Watermain (City and County) (Underway)
- West Hamlet Trunk Watermain CR22 to Intersection Road (2024)
- West Hamlet Trunk Watermain Intersection Road to Hydro Corridor (2025)
- West Hamlet Trunk Watermain - Hydro Corridor to County Road 43



Wastewater

- West Hamlet Trunk Sanitary Sewer - CR22 to Intersection Road (2024)
- West Hamlet Trunk Sanitary Sewer- Intersection Road to Hydro Corridor (2025)
- West Hamlet Trunk Sanitary Sewer - Hydro Corridor to County Road 42
- Intersection Road Sanitary Relief Sewer (2024)



Stormwater Management

- Four (4) Stormwater Management Ponds, Four (4) Pump Stations and outlets
- Upstream Trunk Storm Sewer Infrastructure.
- Municipal Drainage Improvements

Tecumseh Hamlet Infrastructure Improvements

Municipal Class Environmental Assessment & Functional Design



Next Steps and Timelines

Fall 2023

Review Feedback from PIC # 2 and
Select and Finalize Preferred Concept Design

Fall 2023

Prepare Environmental Study Report (ESR) and
Functional Design Report (FSR)

Early 2024

Issue Notice of Completion to public and agencies ESR available for public/agency review for 30 days

Early 2024

Address any concerns received during review period

Ongoing

Implement Regional Infrastructure

Provide your input!

To provide comments on this project or request further information, please fill out a PIC form, contact one of the project team members listed below or visit the Town's website (www.Tecumseh.ca) for more information

Please provide your comments by January 5, 2024.

Shane McVitty, P.Eng.
Development Engineer

Town of Tecumseh
917 Lesperance Road
Tecumseh, Ontario, N8N 1W9
Tel: 519-735-2184 ext. 180
Email: smcvitty@tecumseh.ca

Laura Herlehy, P.Eng.
Project Engineer

Dillon Consulting Limited
3200 Deziel Drive Suite 608
Windsor, Ontario, N7M 4V4
Tel: 519-948-4243 ext.3216
Email: lherlehy@dillon.ca

Information collected for this study will be used in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements Municipal Class Environmental Assessment Schedule 'C'

Indigenous Consultation Log

1.1

Indigenous Communities & Organizations

Date	Name of Agency and/or Contact	Summary of Comment	Response
December 6, 2023	Caldwell First Nation (CFN) Jenna Maidment Land Guardian - Environment and Consultation Coordinator Environment and Consultation Department	<ul style="list-style-type: none"> Requested clarification that we are requesting comments on the servicing design concepts and land use plan for the Tecumseh Hamlet at this time. Requested an extension to the comment period to January 9, 2024. Noted interest in participating in the MCEA. 	<ul style="list-style-type: none"> December 7, 2023 – Representative from Dillon Consulting confirmed that the servicing design concepts and land use plan are the focus of the current review period and confirmed that an extension to January 9, 2024 can be accommodated.
December 22, 2023	Chippewas of the Thames First Nation (COTTFN) Kodi Chrisjohn-Deleary Consultation Engagement Specialist Treaty Lands and Environment Department	<ul style="list-style-type: none"> Noted that the proposed project is located within COTTFN’s Traditional Territory, the Mckee Treaty Territory, as well as the Big Bear Creek land Selection Area. Requested to be involved in the MCEA process and any archaeology studies that are undertaken. Requested an introductory meeting on the project. 	<ul style="list-style-type: none"> January 4, 2024 – Representative from Dillon Consulting acknowledged receipt of the correspondence from COTTFN indicating that a member from the team will contact COTTFN to coordinate on consultation next steps and to schedule an introductory meeting. January 10, 2024 – Representative from Dillon Consulting reached out to COTTFN to coordinate a meeting time to discuss the project requesting their availability the weeks of January 15, 2024 and January 22, 2024.
January 4, 2024	Caldwell First Nation (CFN) Jenna Maidment Land Guardian - Environment and Consultation Coordinator Environment and Consultation Department [PIC #2 Feedback]	<ul style="list-style-type: none"> CFN representative shared a Technical Review completed by CFN’s Environment and Consultation Department providing comments on the design concepts for the Tecumseh Hamlet MCEA. Refer to letter dated Jan. 4, 2024. 	<ul style="list-style-type: none"> Refer to letter from Dillon Consulting Limited to CFN dated September 2024.
January 15, 2024	Chippewas of the Thames First Nation (COTTFN) Kodi Chrisjohn-Deleary Consultation Engagement Specialist Treaty Lands and Environment Department	<ul style="list-style-type: none"> COTTFN representative confirmed availability for a virtual meeting on January 25, 2024 and the consultation staff that will attend. 	<ul style="list-style-type: none"> A meeting was held on January 30, 2024 with COTTFN, Dillon, DIALOG, and Town representatives to provide an overview of the project. January 31, 2024 – As a follow up to the meeting on January 30, a Town representative provided a copy of the Town of Tecumseh Natural Heritage Inventory which provides details on the natural areas within the Tecumseh Hamlet Secondary Plan study area.
April 30, 2024	Caldwell First Nation (CFN) Jenna Maidment Land Guardian - Environment and Consultation Coordinator Environment and Consultation Department [PIC #2 Feedback]	<ul style="list-style-type: none"> Dillon followed up on the comments that Caldwell First Nation Environment and Consultation Department had provided on January 4, 2024. We have reviewed the comments and as a result are looking closer at the environmental assessment evaluations and natural environmental outcomes and mitigation measures. The Draft environmental study report will be made available to CFN for review prior to finalizing. 	<ul style="list-style-type: none"> CFN will require a minimum of 1 month to review any Environmental Study reports.





Babcock, Joshua <jbabcock@dillon.ca>

Fwd: FW: Comments from McAuliffe Sports Organization Re: Tecumseh Hamlet Secondary Plan - Shields Extension

Herlehy, Laura <lherlehy@dillon.ca>

Tue, Aug 1, 2023 at 11:28 AM

To: Avid Banihashemi <abanihashemi@dillon.ca>, "Wilkinson, Kristine" <kwilkinson@dillon.ca>, 235735@dillon.ca, Joshua Babcock <jbabcock@dillon.ca>

For File

From: Enrico De Cecco <edececco@tecumseh.ca>**Sent:** Wednesday, March 22, 2023 12:20 PM**To:** Brian Hillman <bhillman@tecumseh.ca>; Chad Jeffery <cjeffery@tecumseh.ca>; Phil Bartnik <pbartnik@tecumseh.ca>; Shane McVitty <smcvitty@tecumseh.ca>; Dorsa Jalalian <DJalalian@dialogdesign.ca>**Subject:** Comments from McAuliffe Sports Organization Re: Tecumseh Hamlet Secondary Plan - Shields Extension**CAUTION:** External Email

Hello to all.

Please refer to the attached letter of opposition with respect to the Secondary Plan, specifically as it relates to the extension of Shields.

Regards

Enrico

From: [REDACTED]
Sent: Wednesday, March 22, 2023 10:59 AM
To: Enrico De Cecco <edececco@tecumseh.ca>
Cc: [REDACTED]
Subject: Tecumseh Hamlet Secondary Plan

Dear Mr. De Cecco,

This email is in response to the public notice regarding the proposed Tecumseh Hamlet Secondary Project.

Please accept this submission from the Board of Directors at McAuliffe Sports regarding this proposed plan. Attached you will find a written response regarding this plan and how it will affect McAuliffe Park.

The Board of Directors of McAuliffe Sports are looking forward to working with the Town of Tecumseh and their consultants to explore further solutions to these concerns regarding McAuliffe Park.

Kindly respond to confirm receipt of this email.

Sincerely,

[REDACTED]

[REDACTED]

McAuliffe Sports

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

|



Enrico De Cecco

Planner, MCIP, RPP

edececco@tecumseh.ca

Town of Tecumseh - 917 Lesperance Rd. - Tecumseh, ON. - N8N 1W9

Phone: 519-735-2184 ,123 Fax: 519-735-6712

www.tecumseh.ca

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Platinum member

Kristine Wilkinson

Dillon Consulting Limited

200 Deziel Drive suite 608

Windsor, Ontario, N8W 5K8

T 519.948.5000 e t. 255

F 519.948.5054

M 226.9 5.9162

KWilkinson@dillon.ca

www.dillon.ca



Tecumseh Hamlet Secondary Plan Response.pdf

218K



March 22, 2023

Tecumseh Hamlet Secondary Plan Proposal

Impact on McAuliffe Park and McAuliffe Sports

McAuliffe Sports is a non-competitive youth soccer and baseball organization established in 1973 and is operated by local volunteers. We are the primary users of the facilities at McAuliffe Park that includes 7 main soccer pitches, 4 micro soccer pitches and 3 baseball diamonds. Currently our youth soccer and baseball programs have over 1100 registered players. As a youth sports organization we will be directly impacted by the proposed Tecumseh Hamlet Secondary Plan. The Board members of McAuliffe Park have several concerns regarding the Tecumseh Hamlet Secondary Plan that need to be addressed:

1. The extension of Shields Street through McAuliffe Park will negatively impact the safety of the park users. It creates a dangerous situation in multiple ways:
 - The road extension will be immediately adjacent to the existing splash pad water feature. McAuliffe Sports assisted in the funding of the splash pad, and it is our obligation to express our concern for the safety of children playing at a splash pad next to a road. This concern must be addressed in the Secondary Plan.
 - McAuliffe Sports requires the programming of up to 40 teams playing 20 games all at the same time. The extension of Shields Street divides McAuliffe Park in half with ball diamonds and soccer pitches on both sides of a busy road. Players and families walking between games will be required to cross traffic on a busy road since family members play multiple games during peak times.
 - New vehicular traffic not related to park activities will be routed through McAuliffe Park. The drivers will may not be aware of the volume of pedestrian traffic crossing shields.
2. The extension of Shields Street will result in the elimination of 70 vehicle parking spaces at McAuliffe Park. This will greatly affect the users of the park since parking is already insufficient during peak times. All parking will be eliminated for users of the splash pad and for the tennis courts. The Secondary Plan does not add any parking spaces to McAuliffe Park. The Secondary Plan proposal must address the loss of the current parking spaces and include the addition of new parking spaces at McAuliffe Park.

3. The extension of Shields Street will reduce the size of the western most soccer pitch. This is the only regulation sized pitch at McAuliffe Park and the reduction of this soccer pitch will affect our programming. It is noted that the Secondary Plan does add a new soccer pitch to the west of the baseball diamonds. The dimensions of this new pitch however are not specified.
4. The Tecumseh Hamlet Secondary Plan proposal indicates the addition of several hundred new homes in the immediate vicinity of McAuliffe Park. This will result in these new families seeking youth sports opportunities with our Club. McAuliffe Sports is currently at capacity when you consider the number of players registered versus the number of playing fields available. The Secondary Plan proposal must address the addition of extra soccer pitches at McAuliffe Park.

The board of directors of McAuliffe Sports wish to express the following alternatives that will address the above concerns:

- Do not extend Shields Street through McAuliffe Park. This will reduce the safety concerns regarding the splash pad and the pedestrian traffic crossing the road.
- Extend South Pacific Avenue west to the new subdivision. This will create a new east - west arterial road.
- Extend Jillian Court west to the new subdivision. This will create a new east - west arterial road.
- Add a minimum of 2 new soccer pitches to the west of the existing footprint of McAuliffe Park
- Add a minimum of 40 new parking spaces west of the McAuliffe Park to accommodate these new soccer pitches.

The board of directors of McAuliffe Sports are looking forward to working with the Town of Tecumseh to explore further solutions to these concerns regarding McAuliffe Park.

Sincerely,

[Redacted Signature]

McAuliffe Sports Board of Directors



Babcock, Joshua <jbabcock@dillon.ca>

Fwd: Town of Tecumseh 'Tecumseh Hamlet Class C EA' - Request for Review of Source Water Protection

Wilkinson, Kristine <kwilkinson@dillon.ca>

Mon, Jun 12, 2023

To: Joshua Babcock <jbabcock@dillon.ca>

Cc: Laura Herlehy <lherlehy@dillon.ca>, Avid Banihashemi <abanihashemi@dillon.ca>, Brier Reid <b Reid@dillon.ca>

Afternoon Josh,

Please see the attached correspondence for the Hamlet.

----- Forwarded message -----

From: **Wilkinson, Kristine** <kwilkinson@dillon.ca>

Date: Mon, Jun 12, 2023 at 1:32 PM

Subject: Town of Tecumseh 'Tecumseh Hamlet Class C EA' - Request for Review of Source Water Protection

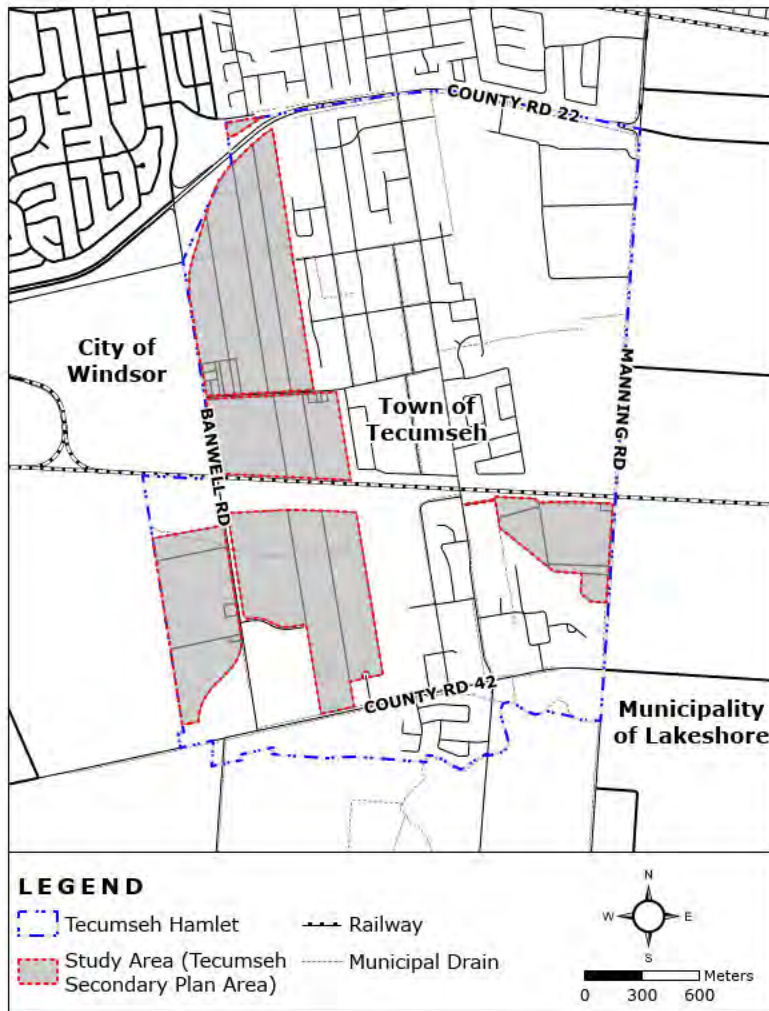
To: <KStammier@erca.org>

Cc: <tmartin@erca.org>, Shane McVitty <smcvitty@tecumseh.ca>, Phil Bartnik <pbartnik@tecumseh.ca>, Laura Herlehy <lherlehy@dillon.ca>

Good Afternoon Katie,

Dillon Consulting is in the process of finalizing the Tecumseh Hamlet Class C EA for the Town of Tecumseh.

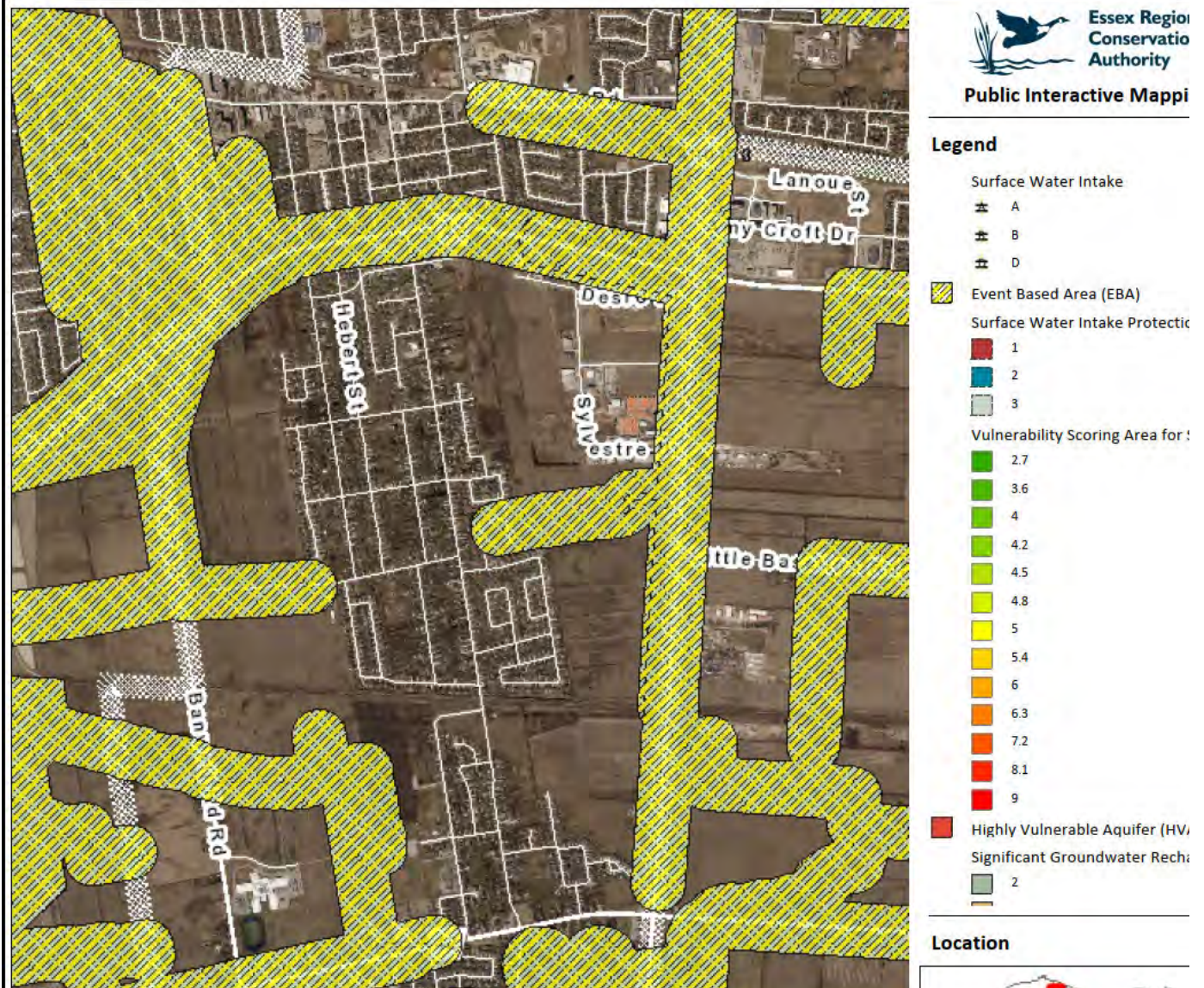
Please see the study area plan below for your reference: shown in grey are the proposed areas of development.



The recommended SWM strategy for the development areas are to incorporate regional SWM facilities for both water quality and quantity control for each development area within a designated corridor.

In addition to the SWM controls for development, the existing municipal drains within the regions will be maintained downstream of the proposed ponds and will be utilized to convey the runoff either the Little River Drain or Lake St. Clair.

- No portion of the Area is shown to be within a Significant Groundwater Recharge Area. Please see attached and confirm.



Overall, I do not see any significant concerns here in regards to source water protection but, please let me know if you have any questions or comments in regards to the project and the SWM outlined above. At this time, we would like to provide any additional next steps in the EA document (which will be circulated for your review), therefore: **we are requesting a formal response from your source water team.**

Thank you, and please do not hesitate to contact me if you have any questions.

Regards,

Kristine



Kristine Wilkinson
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3 attachments



Tecumseh Hamlet- ERCA Mapping.pdf
975K



Tecumseh Hamlet Servicing - Notice of Study Commencement and PIC.pdf
174K



ERCA Stormwater Map.pdf
1460K

From: Shane McVitty <smcvitty@tecumseh.ca>
Sent: June 12, 2023 3:41 PM
To: [REDACTED]
Cc: Kristine Wilkinson (kwilkinson@dillon.ca); Laura Herlehy; Phil Bartnik; Brian Hillman; Chad Jeffery; Enrico De Cecco; Dorsa Jalalian
Subject: Tecumseh Hamlet Infrastructure Project - Comments
Attachments: [REDACTED] Pond Configuration Alternatives.pdf

Good Afternoon [REDACTED]

It's been a month or so since we met with you at Town Hall to discuss the plans for the Tecumseh Hamlet. It was a productive meeting, and there were a number of important issues raised that certainly warranted further consideration. In addition to meeting with you in person, we wanted to make sure that we formally responded to the questions that you've presented in earlier correspondence. To that end, we've provided responses to each of the questions that you posed to us in your email dated April 26, 2023. I've also summarized some of the project background, which will hopefully provide some clarity with respect to the rationale behind the placement of the ponds within the Tecumseh Hamlet Secondary Plan area. You'll see below that each of your questions have been pulled out of your email, and our responses have been added to each.

Project Background and Rationale for Pond Placement

The development process for the Tecumseh Hamlet has a long history, which includes the Upper Little River Environmental Assessment, completed jointly by the City of Windsor and the Essex Region Conservation Authority (ERCA) in January 2023. If you're interested, you can find this document online (<https://www.citywindsor.ca/residents/construction/environmental-assessments-master-plans/pages/upper-little-river-ea.aspx>). This document established, amongst other things, the locations of the stormwater management ponds that will be used in the Tecumseh Hamlet Secondary Plan and the Tecumseh Hamlet Environmental Assessment. In short, the placement of all the ponds within the Tecumseh Hamlet Secondary Plan area, including the Desjardin pond on your property, was pre-determined through the Upper Little River Environmental Assessment. The Secondary Plan and Environmental Assessment studies, both presently being undertaken by the Town of Tecumseh, will provide a roadmap for the Hamlet for both short and long term development. When the time comes to develop the lands in your area along Banwell, developers and their engineers will turn to the Tecumseh Hamlet Secondary Plan and the Tecumseh Hamlet Environmental Assessment to guide their designs.

In addition to the Environmental Assessment, Dillon Consulting is currently working at the functional design phase of the project, which is when concepts are reviewed and checked against the project's conceptual plans.

QUESTION 1- How many acres of the [REDACTED] we own is proposed to be used for the project?

The design of the proposed stormwater management ponds have not been finalized at this stage. Rather, a pond block has been sized, allocating space for both the stormwater pond itself, and the necessary space surrounding the pond for the maintenance required. Currently the pond block is roughly 6 acres, and would require [REDACTED]. This allocation may be subject to change depending on options relating to the re-organization of the land use plan. The Town is currently evaluating the best use of your land that will provide you with optimal development opportunities, while still keeping in mind the necessity for the regional stormwater management pond.

The attached plan highlights two (2) separate options that the Town feels will make the best use of your land. Both options make provisions for two separate areas of mid-density residential development, with one on each side of the proposed pond block. Access to these areas would be made available from Banwell Road (for the area north of the pond) and from a new municipal roadway (for the area south of the pond). While similar to each other in this regard, the slight alteration to the shape of the pond presented in Option 2 will better optimize land development opportunities while still taking advantage of the natural topographical and drainage features of the property.

QUESTION 2- At present, the Desjardin Drain starts [REDACTED] Since the whole Tecumseh Hamlet project is being re-drawn. What we propose is :to Reroute the Desjardin Drain from t [REDACTED] Why is the Drainage mainly Concentrated on 2 [REDACTED] when there is a large acreage that is [REDACTED] adjacent to it? With regards to the already Hamlet rendering; Is this the easiest decision that the Project Team can do?

As you are aware, [REDACTED] is currently transected by the Desjardin Drain. As such, the land naturally slopes from both the north (the Smith Cemetery) and the south to allow for rainfall runoff to travel overland to the Desjardin Drain. The pond has been placed along the existing alignment of the drain to avoid the significant amount of earth works that would be required to place it elsewhere. These earthworks would be required on [REDACTED] and beyond into neighbouring property limits. Significant earthworks and land grading, including the infilling of the Desjardin Drain, would be required if the pond were to be shifted to the south in order to route the rainfall towards the pond. This would lead to additional disruptions, a lengthier schedule, and additional costs to the development.

When considering the location of the pond, we feel that it's important to highlight the fact that the Desjardin Drain, in its current form, represents an existing encumbrance to your land. The ability to develop in the areas surrounding the drain is greatly hindered by the drain itself, along with the 1:100 year flood limits that have been established by ERCA. By constructing the pond along the alignment of the drain, this flood plain area will be eliminated, which will enhance development opportunities on your land.

The draft Secondary Plan is proposing [REDACTED] as an area of future medium density development. Maintaining the pond configuration as suggested in the original 2023 Environmental Assessment will permit development on both the northern and southern portions of the property. The County of Essex was also consulted with respect to their road allowances, and they have confirmed that the property owner of [REDACTED] may apply in the future for a permit to increase the current driveway access on County Road 43 in order to facilitate development opportunities.

As discussed at the in-person meeting on May 9th, 2023, at the Town of Tecumseh, the goals of the Tecumseh Hamlet Secondary Plan and the Tecumseh Hamlet Environmental Assessment are to set the stage for future development in the long term. These stormwater ponds permit that long term development for [REDACTED] and other developments west of County Road 43. The construction of the pond will be dependent on development demands, and as such, do not currently have a construction date set.

QUESTION 3- If the proposal comes in fruition , where is the compensation coming from (the Town of Tecumseh or the Developers) ? Who compensates us for the use of our land ?

There will be a mechanism established by the Town that will provide fair compensation for the use of your lands. The lands sending stormwater flows and benefitting from this proposed stormwater management pond will be responsible for the provision of appropriate compensation.

QUESTION 4- Obviously, we are very concern of the safety and health of our grandchildren [REDACTED] living there, exposed to the toxic smell and seepage from the Waste Materials emitted from the Drainage. For their

safety; we suggest that a 6 ft . Iron Fencing be erected on the remainder of the existing property as well as treatment of the Odorous emissions that will jeopardize their health; all these at the Expense of the Developer and/or the Town of Tecumseh.

The proposed stormwater management ponds will only be accepting rainfall water from the development. No sanitary sewer discharge is permitted to these ponds. Sewage flow will be conveyed through an independent sewer system that will be completely separate from the storm sewer. There should not be any odors produced from the ponds themselves.

The ponds are considered an amenity to the community, and the public areas around them will be developed into naturalized green space. Safety is a top priority to the Town, and it is taken very seriously when designing any area that will be accessible to its residents. With this in mind, efforts will be incorporated into the pond design to limit pedestrian access to open water. Stormwater management facilities have guidelines to follow from the province to prevent accidental falls into the pond by regulating the slope of land surrounding the ponds themselves. Additionally, vegetation will be incorporated into the landscape plan at the pond's edges to limit easy access to the waters. While there will be trails surrounding the ponds to provide the public with the opportunity to enjoy the more natural aspect of the development, they will be a set back from the water's edge in order maintain a safe distance. These engineered safety features reduce the need for fencing, which would detract from the natural beauty that the pond can provide to the public space, and still provide the safety requirements you have understandably brought up.

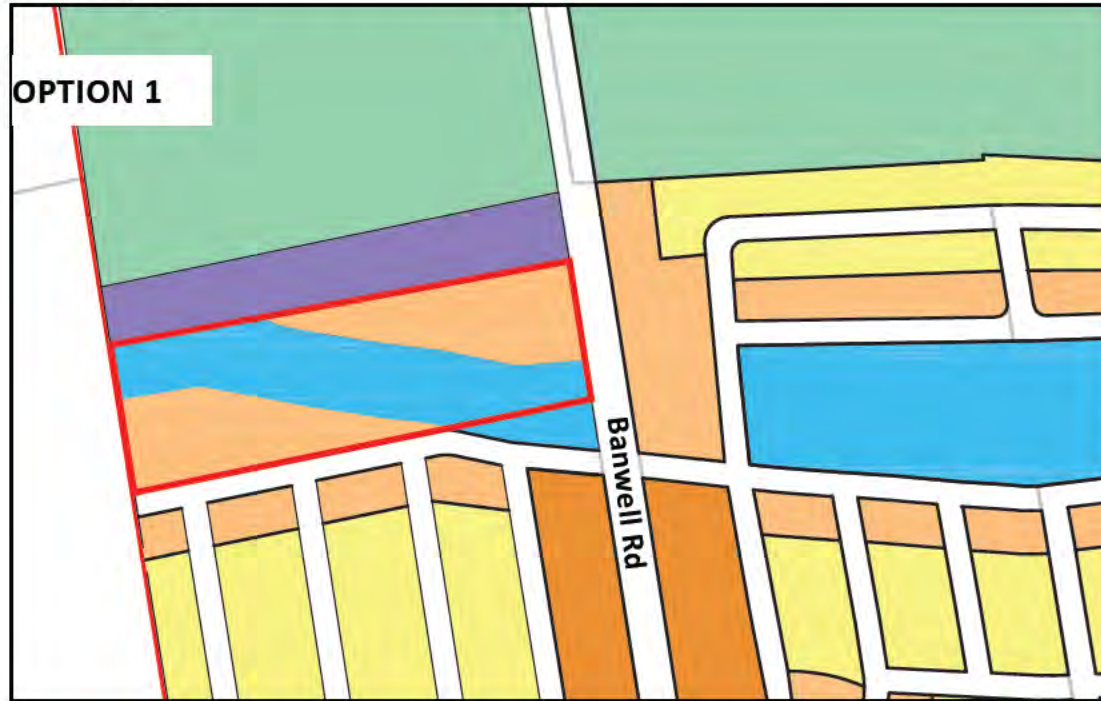
Once again, the Town feels that the pond should be considered an amenity, and not so much a nuisance. It will eliminate the encumbrance from the municipal drain, enhance your ability to develop, and provide a beautified space with walking trails surrounded by natural vegetation. While the existing municipal drain limits the potential for development of your land, the pond will enhance that potential. This development opportunity will be identified in the Tecumseh Hamlet Secondary Plan, and technically validated through the Functional Service Report and Environmental Assessment documents.

I know that there is quite a bit here to digest, so please do not hesitate to reach out if you have any follow-up questions or need further clarification.

Thank you,

Shane McVitty, P.Eng.
Development Engineer
The Corporation of the Town of Tecumseh

JUNE 12, 2023



Legend



High Density Neighbourhoods

- Up to 6 storeys - Apartments, nursing homes, rest homes and retirement homes with opportunities for retail at grade
- Permitted density over 50 units/ha



Mid Density Neighbourhoods

- Up to 4 storeys - Towns, stacked towns, row house, walk ups or small scale apt, mixed use buildings with commercial on the ground floor
- Permitted density 20-50 units/ha



Low Density Neighbourhoods

- Up to 2-2.5 storeys - Singles and Semis, Duplex Buildings
- Permitted density up to 20 units/ha



Stormwater Management Pond



Institutional



June 14, 2023
Kristine Wilkinson
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N8W 5K8

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RE: Tecumseh Hamlet Infrastructure Improvements

Dear Ms. Wilkinson,

Thank you for the opportunity to review the information related to the Town of Tecumseh's Tecumseh Hamlet Infrastructure Improvements Municipal Class Environmental Assessment as it relates to Source Water Protection in the Essex Region. There are no Source Water related concerns about this project at this time. However, further information is provided below.

Significant Drinking Water Threats

The area where the proposed sewer expansion is to take place is within the Event Based Area (EBA) for the A.H. Week's Water Treatment Plant. In this area, the above grade handling and storage of liquid fuel in volumes greater than 15,000 L is identified as a Significant Drinking Water Threat (SDWT). Based on the information provided, it does not appear that fuel of this volume will be used or installed as a direct result of the proposed project. Should fuel of this volume be necessary during or as a result of the proposed project, a Risk Management Plan will be required.

Transport Pathways

The EBA and other vulnerable areas are delineated using the best available mapping of drains and other watercourses. These delineations could change if the proposed project results in the creation, relocation or removal of drains and/or other open watercourses and sewers. If any of these changes occur, please notify the Essex Region Source Protection staff once these changes are finalized so that the delineation of vulnerable areas can be adjusted appropriately. Any changes to these delineations would need to be included in formal updates to the Source Protection Plan and Assessment Report using the provisions of the *Clean Water Act* (s.34 or s. 36) or its Regulations (s.51).



Drinking Water Issues

Microcystin, the toxin produced by the cyanobacteria present in the Harmful Algal Blooms (HABs) experienced in both Lake Erie and Lake St. Clair, was identified as a drinking water issue for all of the Essex Region's Lake Erie drinking water intakes. The intensity and severity of HABs are influenced by the contribution of nutrients (e.g. phosphorus and nitrogen) from the tributaries of Lake Erie, which includes the Detroit River. We encourage the developers on this project to consider contributions of phosphorus to receiving water bodies (i.e. Lake St. Clair and the Detroit River) that may be affected by changing overland or sanitary sewer drainage. This project is an excellent opportunity to incorporate Low Impact Development tools that could help to reduce phosphorus inputs and, at a minimum, should be used to ensure that phosphorus inputs will not be increased as a result of this project.

Again, we thank you for the opportunity to provide comments on this project and look forward to hearing more as it progresses.

Sincerely,



Katie Stammler, PhD
Source Water Protection Project Manager





Babcock, Joshua <jbabcock@dillon.ca>

Fwd: Tecumseh Hamlet Secondary Plan

Herlehy, Laura <lherlehy@dillon.ca>

Mon, Jun 26, 2023 at 11:05 AM

To: Joshua Babcock <jbabcock@dillon.ca>

Cc: "Wilkinson, Kristine" <kwilkinson@dillon.ca>, Avid Banihashemi <abanihashemi@dillon.ca>

Hi Josh,

Can you add the emails below (excluding Dillon, Tecumseh, Dialog) to the Project Contact List under stakeholders?

[REDACTED]

Thanks

Laura

**Laura Herlehy**

Associate

Dillon Consulting Limited

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----- Forwarded message -----

From: [REDACTED]

Date: Thu, Jun 22, 2023 at 1:00 PM

Subject: Re: Tecumseh Hamlet Secondary Plan

To: Enrico De Cecco <edececco@tecumseh.ca>

Cc: Brian Hillman <bhillman@tecumseh.ca>, Chad Jeffery <cjeffery@tecumseh.ca>, Dorsa Jalalian <DJalalian@dialogdesign.ca>, Shane McVitty <smcvitty@tecumseh.ca>, Phil Bartnik <pbartnik@tecumseh.ca>, Wilkinson, Kristine <kwilkinson@dillon.ca>, Herlehy, Laura <lherlehy@dillon.ca>, [REDACTED]

Hello Enrico

For the purposes of the meeting this afternoon we can only discuss my client's [REDACTED] hectare parcel. Any discussion regarding the [REDACTED] are for purposes of interface only.

Regards,

[REDACTED]

On Wed, Jun 14, 2023 at 11:19 AM [REDACTED] wrote:

Hello Enrico

Some of the owners of the lands I represent near [REDACTED] are in discussions to potentially acquire the lands to the west adjacent to Banwell and have obtained the owner's representative [REDACTED] authority to discuss the lands in a consolidated fashion. Therefore, attached is a consolidated plan for discussion purposes during our scheduled June 22nd meeting.

Regards,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

On Tue, Jun 13, 2023 at 4:28 PM Enrico De Cecco <edececco@tecumseh.ca> wrote:

Hi [REDACTED]

We have set up a ZOOM meeting to discuss your below email and concept plan for **Thursday, June 22 at 1:15PM**. Please have your group join the meeting at that time.

Zoom link is below.

Regards

Enrico

Join from PC, Mac, Linux, iOS or Android: <https://dialog.zoom.us/j/97476148025?pwd=dUpxK3k0TnNFY1hpMUhSTURNT0xXQT09>
Password: 192229

Or iPhone one-tap :

Canada: +16473744685,,97476148025# or +16475580588,,97476148025#

Or Telephone:

Dial(for higher quality, dial a number based on your current location):

Canada: +1 647 374 4685 or +1 647 558 0588 or +1 778 907 2071 or +1 780 666 0144 or +1 204 272 7920
or +1 438 809 7799 or +1 587 328 1099

US: +1 564 217 2000 or +1 646 931 3860 or +1 669 444 9171 or +1 669 900 6833 or +1 929 436 2866 or +1 253 215 8782 or +1 301 715 8592 or +1 312 626 6799 or +1 346 248 7799 or +1 386 347 5053

Meeting ID: 974 7614 8025

International numbers available: <https://dialog.zoom.us/j/97476148025>

Or Skype for Business (Lync):

<https://dialog.zoom.us/skype/97476148025>

From: [REDACTED]

Sent: Monday, June 12, 2023 5:21 PM

To: Enrico De Cecco <edececco@tecumseh.ca>

Cc: Brian Hillman <bhillman@tecumseh.ca>; Chad Jeffery <cjeffery@tecumseh.ca>; Dorsa Jalalian <DJalalian@dialogdesign.ca>; Shane McVitty <smcvitty@tecumseh.ca>; Phil Bartnik <pbartnik@tecumseh.ca>; Wilkinson, Kristine <kwilkinson@dillon.ca>; Herlehy, Laura <lherlehy@dillon.ca>; [REDACTED]
[REDACTED]
[REDACTED]

Subject: Re: Tecumseh Hamlet Secondary Plan

Hello Enrico

You provide the date and time for a meeting with your group and we will make ourselves available.

As requested, attached is a without prejudice sketch for discussion.

Some of our thoughts are as follows:

- The built-up residential area between Banwell and Manning is almost all single detached housing, therefore we are proposing alternative housing types with townhomes, 4 and 6 storey buildings.
- Our typical lot depth is 30m which makes for efficient use of land.
- Will there be demand for the main street type of development along Maisonneuve? i.e. commercial on the ground level with residential above. We feel that a commercial needs study should be part of the secondary plan process.
- As shown on the attached sketch, we are proposing areas for high-density residential that are not provided on the draft secondary plan.
- We would like our overall density to be circa the maximum medium density allowance of 50 u/ha.
- We suggest that the Anchor Commercial parcels of which we have part be considered for mixed-use as there are ample commercial developments in close proximity.

Looking forward to discussing our plans with your group at your convenience.

Regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

On Fri, Jun 9, 2023 at 10:41 AM Enrico De Cecco <edececco@tecumseh.ca> wrote:

[REDACTED]

I think its best that we have all of Administration present to discuss the proposed changes. I would suggest a TEAMS meeting with the group. What would work for you next week and I will try gathering the group?

In the meantime, do you have a concept plan you can share?

Regards

Enrico

From: [REDACTED]
Sent: Friday, June 9, 2023 8:53 AM
To: Enrico De Cecco <edececco@tecumseh.ca>
Subject: Tecumseh Hamlet Secondary Plan

Hello Enrico

My clients [REDACTED] have instructed me to suggest certain changes to the Tecumseh Hamlet Secondary Plan as it pertains to their lands.

Please advise as to when you have say 30 minutes when I can drop into your office and discuss my client's concerns and plans for their lands.

Regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



Enrico De Cecco
Planner, MCIP, RPP
edececco@tecumseh.ca
Town of Tecumseh - 917 Lesperance Rd. - Tecumseh, ON. - N8N 1W9
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Babcock, Joshua <jbabcock@dillon.ca>

Fwd: June 26 Meeting Follow-up

----- Forwarded message -----

From: **Shane McVitty** <smcvitty@tecumseh.ca>

Date: Tue, Jun 27, 2023 at 10:42 AM

Subject: June 26 Meeting Follow-up

To: [REDACTED]

Cc: Phil Bartnik <pbartnik@tecumseh.ca>, Chad Jeffery <cjeffery@tecumseh.ca>, Kristine Wilkinson (<kwilkinson@dillon.ca>) <kwilkinson@dillon.ca>

Good Morning [REDACTED]

Thank you for taking the time to meet with us yesterday afternoon. I believe that it was a productive meeting, and hopefully it was informative for yourself and for [REDACTED]. We understand the deep family connections that you have with your farms, and we will sincerely make every attempt to be sensitive to that connection by being as open and communicative as possible. At any time, please do not hesitate to reach out to us if you have any questions or if you feel that we may be able to assist in any way. We're here to help!

As for yesterday's meeting, I'd like to provide you with some follow-up information, along with a list of our expected next steps. Much of this was discussed at our meeting, so if I've missed anything, please let me know.

1. EASEMENT PLAN - The Town has procured a Draft 12R plan from a registered land surveyor that depicts the location and alignment of easements through your farm [REDACTED]. The plan is attached for your review. There are two easements shown on this plan; a 20m-wide permanent easement for a future road right-of-way and trunk infrastructure (water and wastewater), and a 30m-wide temporary easement for use during construction of the water and waste water infrastructure. Once installation of the water and wastewater trunks is completed, the temporary easement would be returned to you in its preconstruction state.
2. LAND APPRAISAL - To date, the Town has not endeavoured to obtain a value of the easement lands. It was noted that an existing easement to the north of Intersection Road was gifted to the municipality by the owner of those lands, the purpose of which will be to install trunk infrastructure for the development of the Tecumseh Hamlet. In this case, for the easement on your lands, the Town will request an appraisal from [REDACTED] for the easement lands. We will also keep you apprised of the timing of the appraisal once we have a better sense from Ray.
3. ARCAEOLOGICAL STUDY - An option to participate in the upcoming Stage 2 Archaeological study was presented

Our consultant has already completed the field work component of the study for the lands north of Intersection. With your lands being planted in wheat, they wouldn't be ready to be inspected until after the wheat comes off in mid-summer. Regardless of whether you wish to make a financial commitment to the study, we would greatly appreciate your cooperation in allowing our consultant to inspect the easement areas of your land when the time comes. We would also appreciate your assistance in preparing the lands for the inspection, which generally includes a good discing or ploughing prior to inspection. We would be in further contact with you regarding the details as we get closer to starting the study.

4. PERMISSION TO ENTER FOR ENGINEERING SURVEY – The Town has hired Stantec Consulting to complete the engineering design for the trunk sanitary and watermain work from CP Rail to EC Row Expressway. Their work will also include road reconstruction design of Intersection Road, from the Lesperance to the eastern limits of your farm. As part of their work, they will need to complete a topographical survey of your lands within the proposed easement, between Intersection and CP Rail (as shown on the attached Draft 12R plan). In addition, geotechnical investigations are also likely required within the easement. This would involve drilling into the ground to obtain soil samples to support engineering design of the trunk infrastructure. The Town wishes to formally request your permission to enter onto your lands for the purpose of complete the survey work and geotechnical work. In both cases, we will give you advance notice of the work, and invite you on-site to possibly assist in marking important land features, such as drainage tiles.

5. TILING PLANS - As part of our discussions, you had noted that your farms are generally tiled in a south-to-north direction. It was also noted that you may have tiling plans and would provide these to us once located. This information will be conveyed to our engineer for consideration as part of their survey and design work. Any tiling that would be disrupted during construction will be reinstated, possibly with a new header or interceptor tile. This will be determined during detailed engineering design.

Understanding that there is quite a bit of information here to digest, I would encourage you to reach out to us if you have any questions. As more of the pieces of puzzle fall into place, we will be sure to keep you informed.

Thank you once again for meeting with us.

Regards,

Shane McVitty, P.Eng.

Development Engineer

The Corporation of the Town of Tecumseh

Shane McVitty
Development Engineer
smcvitty@tecumseh.ca
Town of Tecumseh - - Tecumseh, ON. - N8N1W9



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23-47-206-00(1).pdf
200K



Babcock, Joshua <jbabcock@dillon.ca>

Fwd: Request on behalf of Landowners at [REDACTED]1 message

From: **Wilkinson, Kristine** <kwilkinson@dillon.ca>

Date: Mon, Aug 21, 2023 at 4:40 PM

Subject: Re: Request on behalf of Landowners at [REDACTED]

To: Chad Jeffery <cjeffery@tecumseh.ca>

Cc: Laura Herlehy <lherlehy@dillon.ca>, Dorsa Jalalian <DJalalian@dialogdesign.ca>, Brian Hillman <bhillman@tecumseh.ca>, Phil Bartnik <pbartnik@tecumseh.ca>, Shane McVitty <smcvitty@tecumseh.ca>, Enrico De Cecco <edececco@tecumseh.ca>

Good Afternoon Chad,

We have reviewed the proposed relocation of the Desjardin West pond, please see our response below.

Project Background and Rationale for Pond Placement

The development process for the Tecumseh Hamlet has a long history, which includes the Upper Little River Environmental Assessment, completed jointly by the City of Windsor and the Essex Region Conservation Authority (ERCA) in January 2023. If you're interested, you can find this document online (<https://www.citywindsor.ca/residents/construction/environmental-assessments-master-plans/pages/upper-little-river-ea.aspx>). This document established the locations of the stormwater management ponds that will be used in the Tecumseh Hamlet Secondary Plan and the Tecumseh Hamlet Environmental Assessment. The placement of all the ponds within the Tecumseh Hamlet Secondary Plan area, including the Desjardins pond on this property, was established through the Upper Little River Environmental Assessment.

Pond Functionality

Due to the proximity to the Windsor Airport, a linear pond that maximizes the length/width ratios **is required**, where possible, to meet the waterfowl mitigation safety requirements.

This pond is an extension of the SWM pond proposed east of CR43, and therefore the linear alignment running east-west is preferred to facilitate interconnection.

Smith Black Cemetery

The Smith Black Cemetery is a registered heritage site that was established in 1830. Any proposed construction works within the boundary of this site including the creation of a regional stormwater facility should be avoided. The location of burials may extend beyond the currently marked areas and extensive archaeological investigations would be required on this site in order to consider construction. Based on the high archaeological and cultural heritage significance of this property, the recommendation of the EA is to avoid any direct impacts to the entirety of the Smith Black Cemetery property.

Engagement with Hydro One

In 2020, Dillon and the Town of Tecumseh engaged with the HydroOne planning department to discuss the viability of using hydro lands to accommodate a large portion of the stormwater management facility footprint. At that time it was deemed not viable, due to setback restrictions as well as a lengthy and costly approval process.

Based on the land restrictions noted above, the recommendation of this study is to place the pond south of the existing Desjardins Drain, where access for direct connection to the proposed south development can be provided. Please let us know if you have any further questions.

Regards,

Kristine

On Fri, Aug 11, 2023 at 12:54 PM Chad Jeffery <cjeffery@tecumseh.ca> wrote:

Good afternoon,

Please find attached a concept for a proposed reconfiguration of the swm pond on the west side of Banwell Road.

This proposal was recently forwarded to me by [REDACTED]
[REDACTED]

In an effort to create more buildable area for higher density residential development along Banwell Road, he is asking the Town to consider a reconfiguration of the swm pond that would involve using part of the Hydro One Corridor as well as the westerly portion of the Smith Cemetery lands.

Thanks,

Chad



Chad Jeffery

Manager Planning Services & Local Economic Development

cjeffery@tecumseh.ca

Town of Tecumseh - 917 Lesperance - Tecumseh, ON. - N8N1W9

Phone: 519.735-2184 ,154 Fax: 519.735-6712

www.tecumseh.ca

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From: **Enrico De Cecco** <edececco@tecumseh.ca>
Date: Wed, Nov 29, 2023 at 12:13 PM
Subject: RE: Tecumseh Hamlet Infrastructure - Concerns
To: Chad Jeffery <cjeffery@tecumseh.ca>, Brian Hillman <bhillman@tecumseh.ca>, Dorsa Jalalian <DJalalian@dialogdesign.ca>, Shane McVitty <smcvitty@tecumseh.ca>, Phil Bartnik <pbartnik@tecumseh.ca>, Herlehy, Laura <lherlehy@dillon.ca>, Beth Gignac <bgignac@tecumseh.ca>
Cc: Tania Jobin <tjobin@tecumseh.ca>, Brian Houston <bhouston@tecumseh.ca>, [REDACTED]
[REDACTED]

Hello [REDACTED]

Thanks for submitting your comments. By way of this email, I have forwarded your comments to the appropriate Town Administration and Planning/Engineering consultants that are part of the Tecumseh Hamlet Secondary Plan review group. Your comments will be added to the record of comment submission.

To provide some background, the current overall plan/road network/parkland design is a result of numerous past engagement events and discussions that have been held with landowners, the public, local agencies (i.e. County of Essex, School Boards, etc.) and community groups (i.e. McAuliffe Park sports groups).

Also, I would suggest reviewing the background (and current information) at the link below. This will provide you with additional information on how we have arrived at the currently-proposed land use plan for the Tecumseh Hamlet.

<https://www.tecumseh.ca/en/business-and-development/tecumseh-hamlet-secondary-plan.aspx>

Regards
Enrico

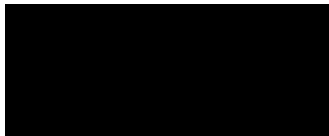
From: [REDACTED]
Sent: Wednesday, November 29, 2023 11:41 AM
To: Enrico De Cecco <edececco@tecumseh.ca>
Cc: Tania Jobin <tjobin@tecumseh.ca>; Brian Houston <bhouston@tecumseh.ca>
Subject: Tecumseh Hamlet Infrastructure - Concerns

Good morning Enrico,

Thanks for the callback and explaining to me about the parks in the plan. However, can please you officially submit/forward my concerns with the project?

1. Insufficient amount of usable parks especially around McAuliffe. My main complaint is that McAuliffe Park is already very busy, and the new park addition will not handle the increased number of residents in the area. I now understand that the area is being designed to the %5 limit, but proportionally it doesn't seem like enough is being added in comparison to what is being shared with the existing area. I would favour the Town purchasing more land for parks.
2. Why does McAuliffe Park need to be dissected with Shields Street running through it? This will create more cross-traffic right through a park. Kids will now have to cross a road to get to the other side. This seems unnecessary and increases the potential of collisions with pedestrians for what reason? This is a bad idea and shouldn't be done!
3. I live on Strawberry Drive. Why does this road need to be extended under the Hyrdo lines / through the hydro corridor and be connected to the other proposed subdivision? This would create extra unwanted traffic through our subdivision. Can that subdivision get a road pushed through to Manning instead?

If you have any questions, please feel free to reach out to me.
Thanks,





Wittmann, Elizabeth <ewittmann@dillon.ca>

Fwd: Tecumseh Hamlet Secondary Plan Area - Environmental Assessment - Land Use Plan

Herlehy, Laura <lherlehy@dillon.ca>

Mon, Dec 4, 2023 at 4:26 PM

To: Elizabeth Wittmann <ewittmann@dillon.ca>, 235735@dillon.ca

For the consultation records.

----- Forwarded message -----

From: **Herlehy, Laura** <lherlehy@dillon.ca>

Date: Mon, Dec 4, 2023 at 4:25 PM

Subject: Tecumseh Hamlet Secondary Plan Area - Environmental Assessment - Land Use Plan

To: [REDACTED]

Cc: Shane McVitty <smcvitty@tecumseh.ca>, Dorsa Jalalian <DJalalian@dialogdesign.ca>, Enrico De Cecco <edececco@tecumseh.ca>

Hello [REDACTED]

During the Public Information Meeting held on November 27th, you had requested on behalf of the [REDACTED] a plan that shows the existing property boundaries overlaid over the proposed land use and road network plan. Please see attached the land use plan requested. Please note that this Secondary Plan process and EA process is still underway and this land use plan is not final.

Thanks,
Laura

**Laura Herlehy**

Associate

Dillon Consulting Limited

200 Deziel Drive suite 608

Windsor, Ontario, N8W 5K8

T 519.948.424 e t. 216

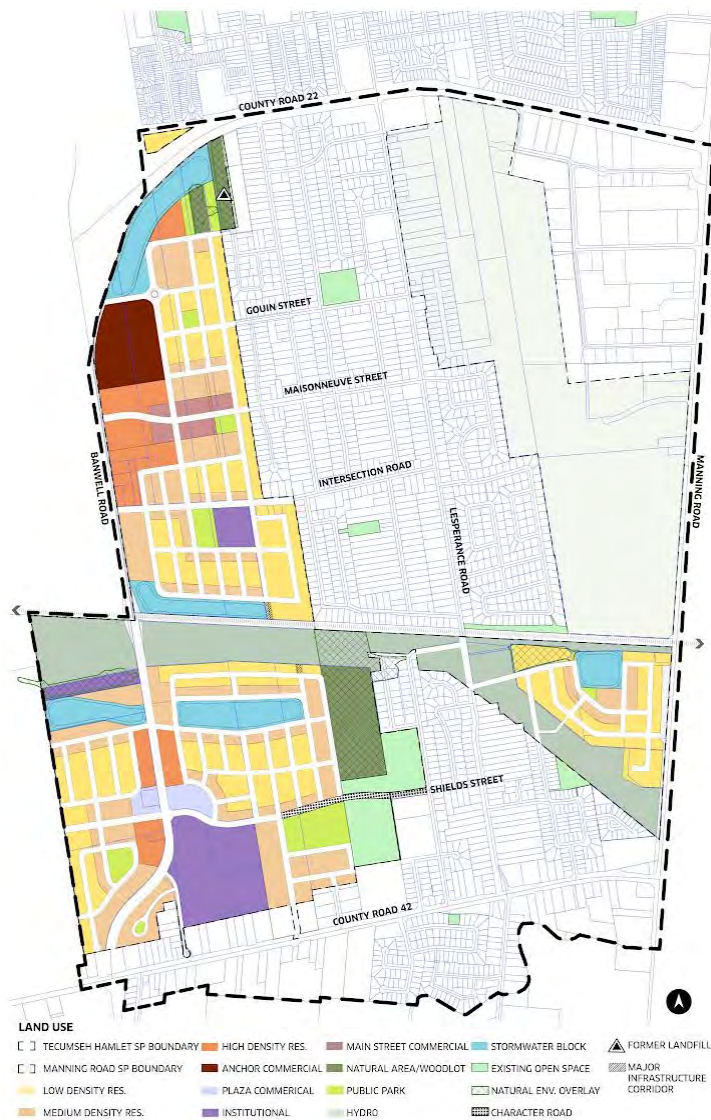
C - 519-818-3105

F - 519.948.5054

LHerlehy@dillon.ca

www.dillon.ca







Wittmann, Elizabeth <ewittmann@dillon.ca>

Fwd: FW: PIC#2 - Tecumseh Hamlet - Couple Questions

Herlehy, Laura <lherlehy@dillon.ca>
To: Elizabeth Wittmann <ewittmann@dillon.ca>

Mon, Dec 18, 2023 at 8:53 AM

Hi
Please add this to the PIC correspondence and confirm that the stakeholders were added to the Contact list.
Thanks,
Laura



Laura Herlehy
Associate
Dillon Consulting Limited
200 Deziel Drive suite 608
Windsor, Ontario, N8W 5K8
T 519.948.424 e t. 216
C - 519-818-3105
F - 519.948.5054
LHerlehy@dillon.ca
www.dillon.ca



----- Forwarded message -----

From: **Brian Hillman** <bhillman@tecumseh.ca>
Date: Fri, Dec 15, 2023 at 4:16 PM
Subject: FW: PIC#2 - Tecumseh Hamlet - Couple Questions
To: Chad Jeffery <cjeffery@tecumseh.ca>, Shane McVitty <smcvitty@tecumseh.ca>, Phil Bartnik <pbartnik@tecumseh.ca>, Dorsa Jalalian <DJalalian@dialogdesign.ca>, Laura Herlehy <LHerlehy@dillon.ca>
Cc: Enrico De Cecco <edececco@tecumseh.ca>

To all,

Please see resident comment/questions below and our response, for the record.

Regards,

Brian.

From: Brian Hillman
Sent: Friday, December 15, 2023 4:15 PM
To: [REDACTED]
Cc: Enrico De Cecco <edececco@tecumseh.ca>
Subject: RE: PIC#2 - Tecumseh Hamlet - Couple Questions

Good afternoon [REDACTED]

Sorry for the delay in responding to you. Thank you for coming out and participating in the PIC on Monday, November 27. The Town appreciates the feedback received by all those in attendance.

The purpose of this PIC was to obtain public and agency feedback on the planning and engineering concepts prior to the completion of the Tecumseh Hamlet Secondary Plan and the associated Municipal Class Environmental Assessment that applies to the area.

With respect to your specific questions, responses to each have been provided below in **red text** immediately following each of your questions.

I trust this is of some assistance. If you would like to be added to the email contact list for any future meetings regarding the Tecumseh Hamlet Secondary Plan, have additional questions or require further clarification, please do not hesitate contacting Enrico De Cecco, Senior Planner, who is copied on this email.

Regards,

Brian.

From: Enrico De Cecco <edececco@tecumseh.ca>
Sent: Friday, December 8, 2023 11:10 AM
To: [REDACTED]
Subject: RE: PIC#2 - Tecumseh Hamlet - Couple Questions

Hi [REDACTED]

I spoke with Brian about this the other day. I believe he will be emailing you back in the near future.

Regards

Enrico

From: [REDACTED]
Sent: Friday, December 8, 2023 11:09 AM
To: Enrico De Cecco <edececco@tecumseh.ca>
Subject: Fwd: PIC#2 - Tecumseh Hamlet - Couple Questions

Hello Enrico,

Hoping all is good!

I sent an email to Brian Hillman regarding the Tecumseh Hamlet (see below).

It looks like he's out of the office until December 12 and I wanted to check back in as I haven't heard anything yet on those couple of questions.

If you could help, it would be greatly appreciated.

Even a quick phone call could work, whatever is convenient.

Have a good one,

[REDACTED]

[REDACTED]

[REDACTED]

I

----- Forwarded message -----

From: **Brian Hillman** <bhillman@tecumseh.ca>

Date: Tue, 5 Dec 2023 at 08:17

Subject: RE: PIC#2 - Tecumseh Hamlet - Couple Questions

To: [REDACTED]

Good morning [REDACTED]

I'm writing to acknowledge receipt of your email. I'm in meetings most of today so I've forwarded it on for others on my team to address. We will have a response out to you over the next day or so.

Have a good day,

Brian.

From: [REDACTED]
Sent: Monday, December 4, 2023 5:51 PM
To: Brian Hillman <bhillman@tecumseh.ca>
Subject: PIC#2 - Tecumseh Hamlet - Couple Questions

Hello Brian,

Thanks for your time the other night (Nov. 27th), you were able to answer a lot of our questions. Myself (██████) and my wife (██████) were the ones where you pulled up the view levels on the computer and explained how things could look from our backyard at different viewpoints.

I just wanted to ask a couple of questions about the process going forward, particularly over the next 4 to 6 months, so that we can stay connected and informed.

#1 - Could they take feedback from PIC#2 and make adjustments to the plan?

Yes, the next steps will be to review the comments received at the PIC and review if any of the comments:

- 1. Are new and need further review/consideration; and/or**
- 2. have already been received at past PICs and have already been adequately addressed by the current land use plan concept that was presented the November 27 PIC.**

#2 - If so, will there be another PIC?

It is currently anticipated that the next step in the process will be to proceed to formally reporting to Council on the draft Secondary Plan and advise of comments received to date from the public and agencies. An additional opportunity for public input will be made available through the scheduling of a statutory public meeting (in accordance with the requirements of the Planning Act) prior to Council making any formal decision on the Secondary Plan.

#3 - What is the approximate timeline for a final plan to go to the council to be voted on? (It states that the comment period related to PIC#2 will close on Jan 5...what happens next to the final approval stage by council)

Once the comment period on the November 27 PIC closes, Administration will finalize its evaluation of the comments received and determine if any additional changes are warranted to the land use plan. Please see the answer to Question No. 2 above regarding the process to be followed next. We hope to be in a position to recommend a decision to Council in the early spring of 2024.

I know you are super busy, thanks again for all your help with this.

████████████████████
████████████████████

Brian Hillman
Director Development Services



bhillman@tecumseh.ca

Town of Tecumseh - 917 Lesperance Rd. - Tecumseh, ON. - N8N 1W9

Phone: 519 735-2184 x131 Fax: 519-735-6712

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Enrico De Cecco
Senior Planner, MCIP, RPP



Brian Hillman

Director Development Services

bhillman@tecumseh.ca

Town of Tecumseh - 917 Lesperance Rd. - Tecumseh, ON. - N8N 1W9

Phone: 519 735-2184 x131 Fax: 519-735-6712

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Wittmann, Elizabeth <ewittmann@dillon.ca>

Fwd: Tecumseh Hamlet Secondary Plan

Herlehy, Laura <lherlehy@dillon.ca>

Tue, Dec 12, 2023 at 8:40 AM

To: Shane McVitty <smcvitty@tecumseh.ca>, Dorsa Jalalian <DJalalian@dialogdesign.ca>, Brian Hillman <bhillman@tecumseh.ca>, Chad <cjeffery@tecumseh.ca>, Phil Bartnik <pbartnik@tecumseh.ca>, Enrico De Cecco <edececco@tecumseh.ca>, Kailee Dickson <kdickson@dillon.ca>, Elizabeth Wittmann <ewittmann@dillon.ca>, Avid Banihashemi <abanihashemi@dillon.ca>, Brier Reid <b Reid@dillon.ca>, "Vandermeer, Caitlin" <cvandermeer@dillon.ca>

Good Morning,

Please see attached comments from [REDACTED] for the Tecumseh Hamlet project. We will work with our natural environment team to respond to his comments. We will prepare a draft response for the Town's review prior to sending.

Thanks,

Laura



Laura Herlehy

Associate

Dillon Consulting Limited

200 Deziel Drive suite 608

Windsor, Ontario, N8W 5K8

T 519.948.424 e t. 216

C - 519-818-3105

F - 519.948.5054

LHerlehy@dillon.ca

www.dillon.ca



----- Forwarded message -----

From: [REDACTED]

Date: Mon, Dec 11, 2023 at 7:03 AM

Subject: Tecumseh Hamlet Secondary Plan

To: Laura Herlehy <lherlehy@dillon.ca>

Good morning Laura,

I attached our comments from attending the PIC/ Open House.

It looked like a good turnout for people to share their views and comments.

Have a great day and week , [REDACTED]



4 Second Review and Comment.docx

91K

Laura M. Herlehy
Dillon Consulting

Dear Laura,

RE: Tecumseh Hamlet Secondary Plan

Our Little River Enhancement Group (Lil' Reg) is always interested and willing to contribute to municipal land use planning through public information meetings. We have found that this is an integral part of the "Ecosystem Approach." We sincerely put Little River nature, **Species at Risk**, **stormwater** quantity and quality first when we contribute.

We always recommend preserving and protecting "Natural Heritage" features that already exist in the planning area. McAuliffe Woods Conservation Area (CA) is a significant Natural Heritage feature and we realize ERCA owns it; therefore it is preserved and protected. However, it seems unfortunate that this major natural area was not expanded in the secondary plan. This would have helped address the issue of diminished forest cover in our Windsor-Essex region.

Also, we would have preferred the existing nature trail network in the CA to be extended west adjacent to a "natural" **Desjardins Drain** via the Smith Black Cemetery to the Little River. The drain would have provided the residents with a very much needed "connection to nature" and it may have been used as a **stormwater** management area.

The **Lachance Drain** in the Tecumseh Hamlet ends at Banwell Road. "Open meadow habitat" has been created along the new Lachance Drain in the City of Windsor to mitigate the loss of this type of habitat used by Butler's Gartersnake (**Species at Risk – Endangered**). Dillon Consulting produced the "*Species at Risk Mitigation Plan Lachance Drain (June 2022)*." It seems unfortunate that Dillon couldn't use their research and knowledge for the Town to consider using their mitigation plan to create open meadow habitat along the section of the Lachance Drain in the Tecumseh Hamlet.

Please keep us on your email list for future developments in the Tecumseh Hamlet.

Respectfully submitted,

[Redacted signature block]



Wittmann, Elizabeth <ewittmann@dillon.ca>

Fwd: PIC Comments Summary

Herlehy, Laura <lherlehy@dillon.ca>

Thu, Dec 14, 2023 at 11:49 AM

To: Phil Bartnik <pbartnik@tecumseh.ca>

Cc: Dorsa Jalalian <DJalalian@dialogdesign.ca>, Brian Hillman <bhillman@tecumseh.ca>, Chad Jeffery <cjeffery@tecumseh.ca>, Shane McVitty <smcvitty@tecumseh.ca>, Enrico De Cecco <edececco@tecumseh.ca>, Kailee Dickson <kdickson@dillon.ca>, Brier Reid <b Reid@dillon.ca>, Elizabeth Wittmann <ewittmann@dillon.ca>, Avid Banihashemi <abanihashemi@dillon.ca>

On Mon, Dec 11, 2023 at 3:31 PM Phil Bartnik <pbartnik@tecumseh.ca> wrote:

Good afternoon Dorsa,

I spoke with [REDACTED] rlier today regarding some questions she had on the Tecumseh Hamlet, specifically the lands southwest of CP Rail / County Road 19. These included the following:

1. Watermains

- a. The PIC #2 infrastructure boards are focused on trunk watermains along the western side of the Hamlet (near Banwell / CR43). What watermain infrastructure is required to allow the development of the lands southwest of CP Rail / CR19? The Town's Master Plan depicts a 400mm dia. along CR19 from CR22 to CR42. Would this trunk watermain infrastructure be required?

- i. The Town recently completed a water model update to the north servicing area (Tecumseh, north of Hwy 401). We could request our water model Consultant to review what water infrastructure will be required for that area to develop

2. Stormwater

- a. The PIC #2 infrastructure boards (slide 16) – Why is the Financial Factors for Design Concept #2 identified as "less preferred"? Should this not be the same as Design Concept #1? **We assumed that both options would be similar order of magnitude of cost however Design Concept #2 would have additional cost associated with acquisition of an easement within the Hydro One corridor.**
- b. Do the block shapes of the stormwater ponds in the two concepts lock in the exact location of the pond? Could the shape change slightly as one would progress through detail design? **Thesill not lock the pond**

locations. The exact pond location and footprint will need to be formalized through the Draft Plan of Subdivision process. We understand that there are factors that may require shifting of the ponds. For example, if through design reviews with Hydro One, they require reconfiguration of the pond, this can be accommodated. We will speak specifically to this in the EA.

- c. Could a note or map be provided for those ponds that are outside the Windsor Airport flight path for clarity? Yes a map will be included in the Hamlet SPA Functional Design Report.

3. Enbridge Gas Site southwest of CP Rail / CR19

Dillon will request the following questions be clarified by Enbridge.

- a. Are there any plans from Enbridge to expand or relocate their site further away from the future CR19/CP Rail overpass?
- a. Are there any setbacks for housing development from the Enbridge Site?
- a. The CR19 EA shows a "maintenance driveway" off of CR19, through the farm field and back to the Enbridge Site for access. Could this maintenance driveway be eliminated and direct access to the Enbridge Site be provided from the internal subdivision road network?

Thank you

Phil Bartnik, P. Eng.

Director Public Works & Engineering Services

The Corporation of the Town of Tecumseh

From: Rick Tonial <rtonial@tecumseh.ca>
Sent: Wednesday, January 3, 2024 11:42:00 AM
To: [REDACTED]
Subject: Re: Concern Re Hamlet project

Hello.

Thank you for your email. I will forward it to our planner and planning department. They, in turn, will create a report, compiled of resident's comments and concerns.

I feel, your request is logical and hopefully we can resolve the issue with our developers.

Please call me if you need anything.

Also, I have been informed that Deputy Mayor Bachetti and your ward councillor, Brian Houston, are NOT taking a "conflict of interest" stand. They will be able to help you with these issues.

Rico
Rick Tonial
Ward 3 councillor
519-999-0344

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From: [REDACTED]
Sent: Wednesday, January 3, 2024 9:26:08 AM
To: Alicia Higgison <ahiggison@tecumseh.ca>
Cc: Tania Jobin <tjobin@tecumseh.ca>; Gary McNamara <gmcnamara@tecumseh.ca>; Joe Bachetti <jbachetti@tecumseh.ca>; James Dorner <jdorner@tecumseh.ca>; Brian Houston <bhouston@tecumseh.ca>; Rick Tonial <rtonial@tecumseh.ca>
Subject: Concern Re Hamlet project

Good Morning,
My name is [REDACTED]. I live on [REDACTED].
This email is to express my concerns regarding the Tecumseh Hamlet Infrastructure Improvement Plan.
My main concern is the location of the mid density multi building units. As residents that will be affected by this we would like these type of buildings to be moved closer to banwell road. My other concern is the sewer capacity of this plan.
Thank you for your time.

Sent from my iPhone

Rick Tonial
Councillor Ward 3



Brian Hillman
Director Development Services

bhillman@tecumseh.ca

Town of Tecumseh - 917 Lesperance Rd. - Tecumseh, ON. - N8N 1W9

Phone: 519 735-2184 x131 Fax: 519-735-6712

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1/5/24, 3 21 PM

"235735 Tecumseh Hamlet Class EA" ewittmann@dillon.ca Dillon Consulting Limited Mail

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From: **Alicia Good** <AGood@erca.org>
Date: Thu, Jan 4, 2024 at 9:41 AM
Subject: ERCA Comments for Tecumseh Hamlet Secondary Plan
To: Enrico De Cecco <edececco@tecumseh.ca>
Cc: Shane McVitty <smcvitty@tecumseh.ca>, lherlehy@dillon.ca <lherlehy@dillon.ca>

Good morning,
Please find attached ERCA's comments for the Tecumseh Hamlet Secondary Plan PIC #2
Happy New Year!
Alicia Good



Alicia Good (she/her)

Watershed Planner
Essex Region Conservation Authority
360 Fairview Avenue West, Suite 311 | Essex, Ontario | N8M 1Y6
P. 519-776-5209 x3794 | F. 519-776-8688
agood@erca.org www.essexregionconservation.ca

While this email is sent when it is convenient for me, I do not expect a response or action outside of your own regular working hours.

The ERCA Office is now open to the public **Tuesdays, Wednesdays and Thursdays** to provide "counter service"; however, services continue to be delivered online and through email. Please consult ERCA's website for more information and direction regarding online services (i.e. permitting, cottage bookings, seasonal passes etc.)



planning@erca.org

P.519.776.5209

F.519.776.8688

360 Fairview Avenue West
Suite 311, Essex, ON N8M 1Y6

January 04, 2024

Enrico De Cecco

Senior Planner

Town of Tecumseh

917 Lesperance Road

Tecumseh, ON

Cc: Shane Mc Vitty, smcvitty@tecumseh.ca and Laura Herlehy, lherlehy@dillon.ca

Thank you for circulating our office with the Municipal Class Assessment (EA) & Functional Design and Tecumseh Hamlet Secondary Plan Project Update, Notice of Public Information Centre #2. We have received and reviewed the provided materials.

Our office understands that the Town of Tecumseh retained Dillon Consulting Limited to complete a Municipal Class Environmental Assessment (EA) for the transportation, water, wastewater and stormwater infrastructure required to service the area for future development opportunities. This study followed the planning and design process for Schedule 'C' projects under the *Municipal Class EA*.

Please be advised that the study area includes multiple water courses and drains. Stormwater management is generally subject to local Conservation Authority approval. Any proposed works within the Limits of Regulated Area (LORA) generally require the issuance of a permit from Essex Region Conservation Authority in accordance with Section 28 of the *Conservation Authorities Act*, Development, Interference with Wetlands and Alterations to Shorelines and Watercourses (Ontario Regulation No. 158/06).

We acknowledge that the relevant studies have been included in the Secondary Plan; specifically, the Upper Little River Watershed Drainage and Stormwater Management (SWM) Master Plan (2023) and the Tecumseh Drainage Master Plan (2019).

Our office supports the efforts of the Town of Tecumseh to create a Secondary plan that seeks to integrate existing and new development, land use distribution, and related infrastructure requirements. We affirm the goal of the Secondary Plan to create a complete, walkable and diverse community with sustainable neighbourhoods, a wide variety of land uses and building types, and public spaces and amenities.

If you have any questions or require any further information, please contact the undersigned.

Alicia Good

Watershed Planner /ag

Page 1 of 1

From: [REDACTED]
Sent: Thursday, January 4, 2024 11:57 AM
To: Gary McNamara <gmcnamara@tecumseh.ca>; Joe Bachetti <jbachetti@tecumseh.ca>; Alicia Higgison <ahiggison@tecumseh.ca>; James Dorner <jdorner@tecumseh.ca>; Rick Tonial <rtonial@tecumseh.ca>; Brian Houston <bhouston@tecumseh.ca>; Tania Jobin <tjobin@tecumseh.ca>; Shane McVitty <smcvitty@tecumseh.ca>; lherlehy@dillon.ca
Cc: [REDACTED]
Subject: TECUMSEH HAMLET SECONDARY PLAN
Importance: High

Good morning.

Kindly find attached letter of today's date from [REDACTED], with attachment therein referred to.

Thank you.

[REDACTED] (Note: I do not work Mondays)

Assistant to [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

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January 4, 2024

By email only.

Mayor Gary McNamara, gmcnamara@tecumseh.ca
Deputy Mayor Joe Bachetti, jbachetti@tecumseh.ca
Councillor Alicia Higgison, ahiggison@tecumseh.ca
Councillor James Dorner, jdorner@tecumseh.ca
Councillor Ricardo Tonial, rtonial@tecumseh.ca
Councillor Brian Houston, bhouston@tecumseh.ca
Councillor Tania Jobin, tjobin@tecumseh.ca

THE CORPORATION OF THE TOWN OF TECUMSEH
917 Lesperance Road
Tecumseh, ON N8N 1W9

Dear Mayor McNamara, Deputy Mayor Bachetti and Councillors,

Re: Tecumseh Hamlet Secondary Plan

The Town of Tecumseh has recently held a second public information session regarding the Tecumseh Hamlet Secondary Plan area and infrastructure improvements therein. Although I was unable to attend the public information session held on November 27, 2023, I wish to provide my comments with respect to such secondary plan.

I am a long time resident of the Town of Tecumseh for a period in excess of 30 years, and have resided on Corbi Lane for almost 25 of those years. I, along with other residents, will be affected by the design and implementation of the Tecumseh Hamlet Secondary Plan.

According to the proposed land use plan there are a number of high-density and mid-density neighborhoods proposed in this Secondary Plan commencing as far east as half a block from Corbi Lane. Of particular concern to myself and a number of residents on Corbi Lane is a proposed mid-density development fronting on the west side of the street that is one-block west of, and running parallel to, Corbi Lane. Such mid-density designation would allow up to four stories on a potential residential development which would intrude on the privacy and character of the neighborhood and residents of Corbi Lane.

I welcome the development of the Tecumseh Hamlet Secondary Plan area and commend the Town and administration for a very nice design and layout of such proposed development. I believe that the character of the neighborhood immediately abutting this new development should be more strongly considered within the design as the residents acquired properties in the area on the understanding that any future development along that corridor would be consistent with the

residential development currently in place.

In my opinion it would be unfair to dramatically change the character of the neighborhood by allowing either mid-density or high-density development within less than one block of the established residential areas. Simply moving the mid-density and high-density area half a block further west to allow for low-density development on both the east and west sides of the first street west of Corbi Lane would allow a buffer zone and be consistent with the intentions of the Town as has been expressed to the residents of these areas over the last 25 years. It is my belief that the character of the existing neighbourhood would be preserved if both sides of the first street immediately west of the existing residential development on Corbi Lane are allocated for low-density development which, based on the current proposed land use plan, would mean only a very minor revision to the plan affecting only the west side of that future street.


Such revision to the proposed plan would satisfy the concerns as expressed to me by some of the residents of Corbi Lane.

The concerns expressed herein are shared by a majority of the residents of Corbi Lane. In this respect, I attach hereto a copy of the Comment Form as completed by the majority of those residents as required by the Town indicating their concerns. As noted on the Form, I am also copying this letter and all of the completed forms to Shane McVitty of the Town of Tecumseh and Laura Herlehy of Dillon Consulting for their information and records. I trust that the Town and the consultants shall take into consideration these comments and concerns in their decision making for this secondary plan process.

I also ask that Deputy Mayor Joe Bachetti and Councillor Brian Houston, both residents of Corbi Lane and members of Council, as representatives of those constituents, make the effort and take the opportunity to discuss their neighbors' concerns with them in order that they may properly express those concerns to Council as a whole. It is the role of the peoples elected representatives to do just that and represent the interests of their constituents.

I am hopeful that Your Worship, as the Mayor of Tecumseh, and all Councillors will take into consideration the concerns expressed by these long time residents of the Town in making any final determinations regarding the proposed land use plan for the Tecumseh Hamlet Secondary Plan. I welcome the opportunity to speak to Council to clarify the concerns expressed herein if desired.

Thank you for your attention and consideration.

A large black rectangular redaction box covering the signature and name of the sender.

cc: Shane McVitty, by email: smcvitty@tecumseh.ca
Laura Herlehy, by email: lherlehy@dillon.ca
attach't

Comment Form

Tecumseh Hamlet Infrastructure Improvement Municipal Class EA & Functional Design

Public Information Centre – November 27, 2023

Name:

Email:

Address:

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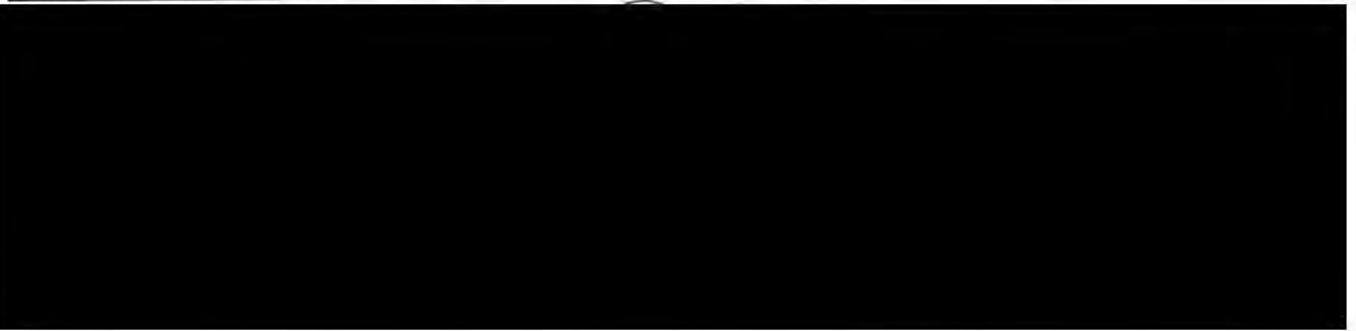
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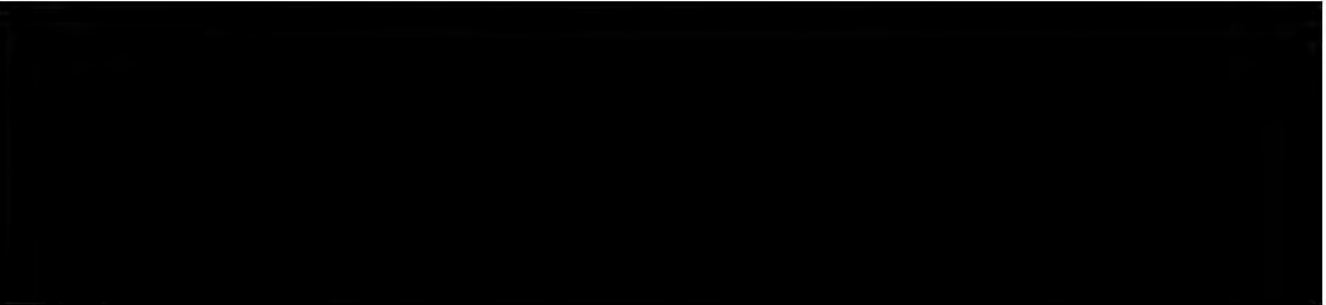
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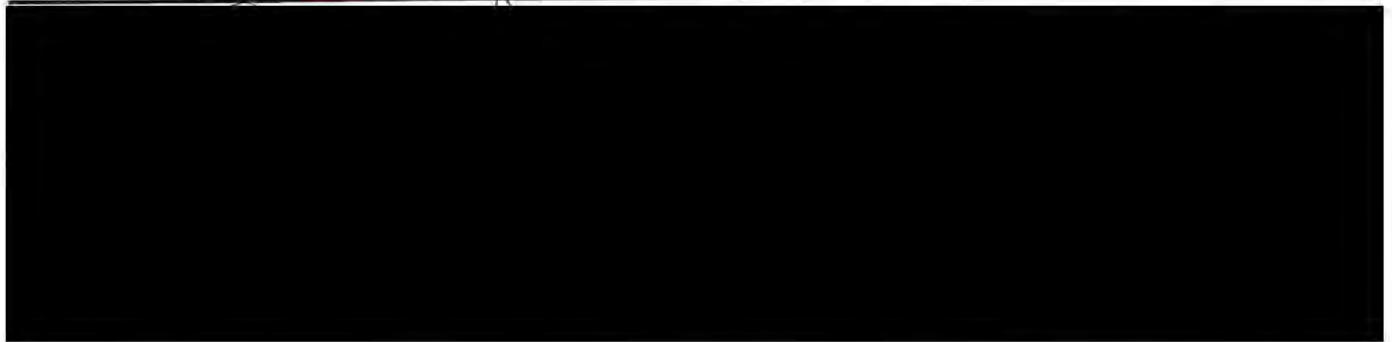
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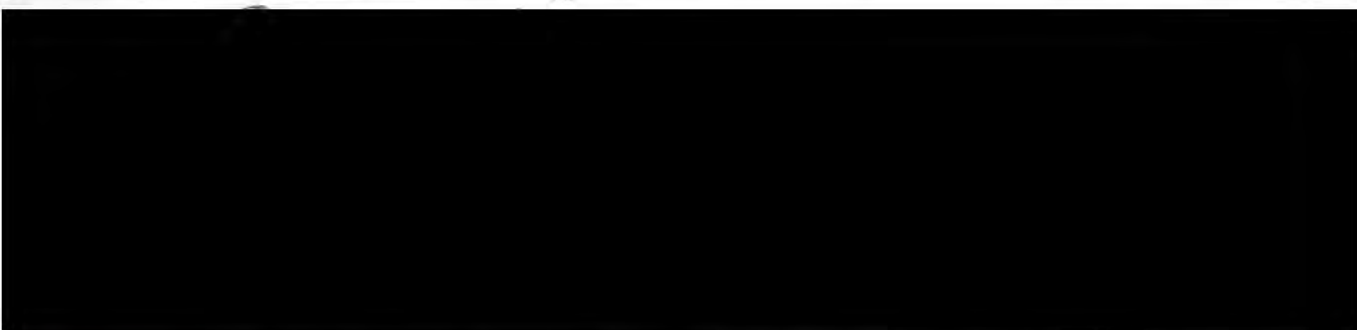
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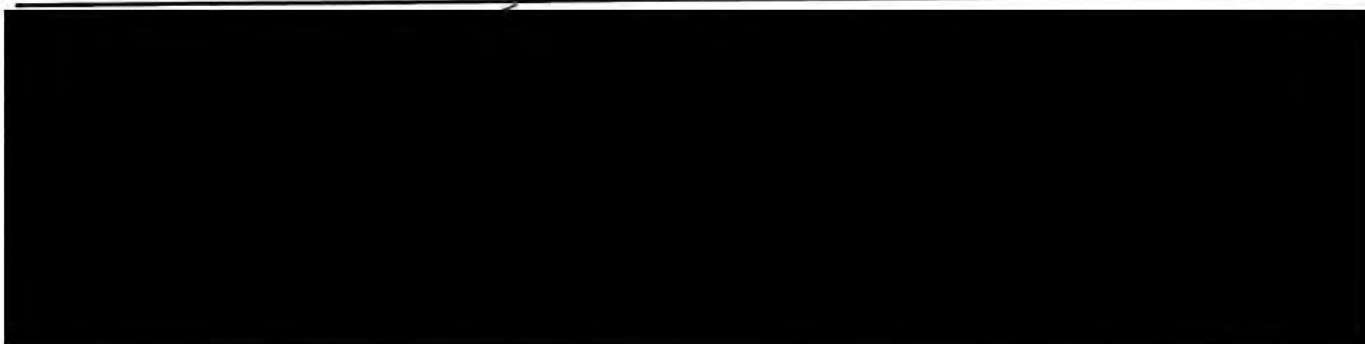
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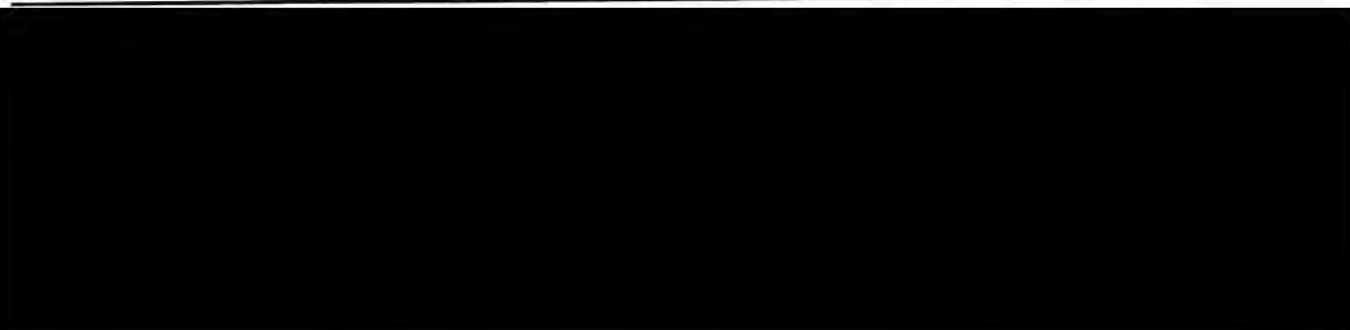
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Form to be returned by January 5th, 2024 to:

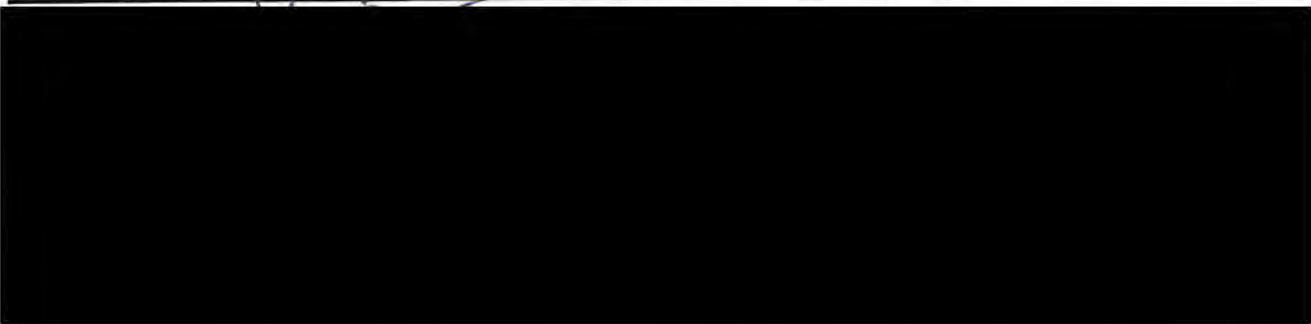
Shane McVitty, P. Eng.
Town of Tecumseh
Email: smcvitty@tecumseh.ca
917 Lesperance Road
Tecumseh, ON N8N 1W9
Tel: 519-735-2184, ext 180

Laura Herlehy
Dillon Consulting Limited
Email: lherlehy@dillon.ca
3200 Deziel Drive, Suite 608
Windsor, ON N8W 5K8
Tel: 519-948-4243, ext 3242

Comment Form

Tecumseh Hamlet Infrastructure Improvement Municipal Class EA & Functional Design

Public Information Centre – November 27, 2023



Do you have any comments/questions/concerns?

Our primary concern is the location/proximity of the mid-density (3 to 4 story multi-unit buildings). As residents of Corbi Lane and the surrounding area, we would like to see the mid-to-high-density buildings moved closer to Banwell Road, further away from our existing homes. Reasons being:

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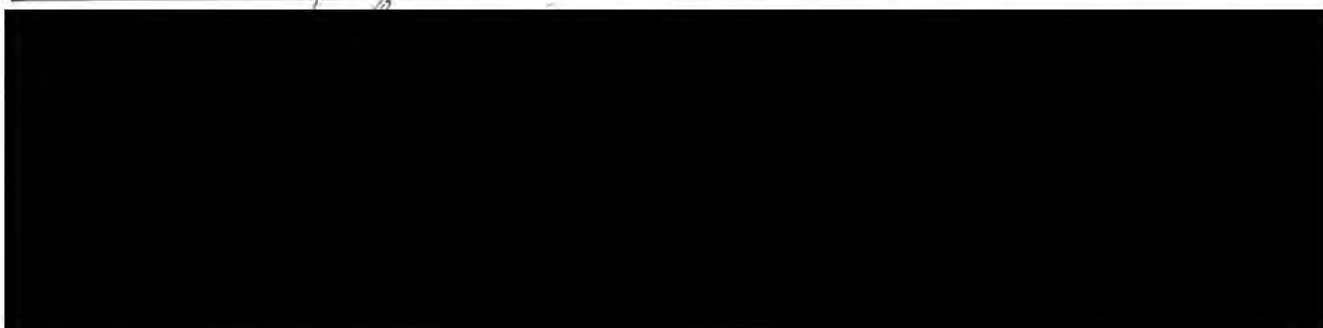
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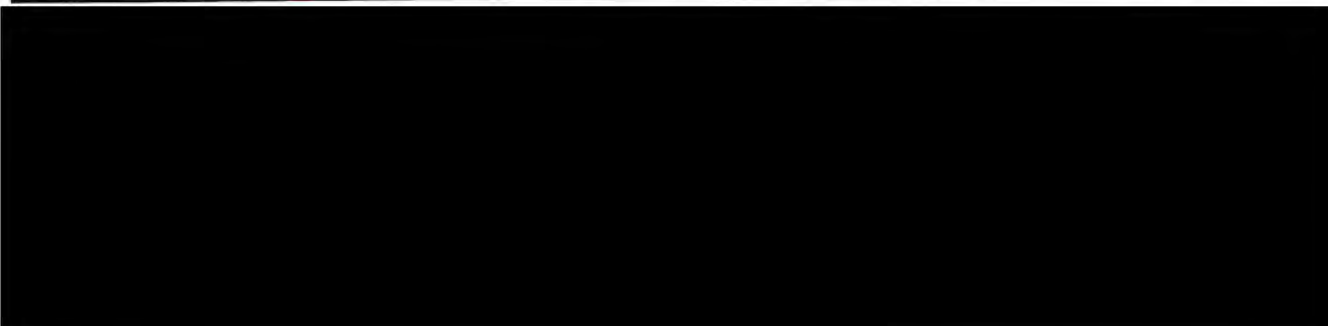
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Tel: 519-948-4243, ext 3242

From: **Herlehy, Laura** <lherlehy@dillon.ca>
Date: Fri, Jan 5, 2024 at 3:18 PM
Subject: Re: Tecumseh Hamlet Secondary Plan
To: [REDACTED]

Hi [REDACTED]
I am confirming that this document is received and readable.

Thanks,
Laura



Laura Herlehy
Associate
Dillon Consulting Limited
200 Deziel Drive Suite 608
Windsor, Ontario, N8W 5K8
T 519.948.424 ext. 216
C - 519-818-3105
F - 519.948.5054
LHerlehy@dillon.ca
www.dillon.ca
  

On Thu, Jan 4, 2024 at 10:45 AM [REDACTED] wrote:

Good morning Laura,
Hopefully this works, when I open the attachment it reads clear to me.
Thank you, [REDACTED]

Comment Form

Tecumseh Hamlet Infrastructure Improvement Municipal Class EA & Functional Design

Public Information Centre – November 27, 2023



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Windsor, ON N8W 5K8
Tel: 519-948-4243, ext 3242

On Jan 4, 2024, at 10:14 AM, Herlehy, Laura <lherlehy@dillon.ca> wrote:

Hi [REDACTED], Thank you for your email. I confirm that it has been received.
The text is difficult to read, if you can send a higher resolution version of this comment sheet that would be great.
Thanks,
Laura



Laura Herlehy
Associate
Dillon Consulting Limited
200 Deziel Drive suite 608
Windsor, Ontario, N8W 5K8
T 519.948.424 e t. 216
C - 519-818-3105
F - 519.948.5054
LHerlehy@dillon.ca
www.dillon.ca



On Wed, Jan 3, 2024 at 1:31 PM [REDACTED] wrote:

<IMG_6720.jpg>

Sent from my iPhone

This message is directed in confidence solely to the person(s) named above and may contain privileged, confidential or private information which is not to be disclosed. If you are not the addressee or an authorized representative thereof, please contact the undersigned and then destroy this message.

Ce message est destiné uniquement aux personnes indiquées dans l'entête et peut contenir une information privilégiée, confidentielle ou privée et ne pouvant être divulguée. Si vous n'êtes pas le destinataire de ce message ou une personne autorisée à le recevoir, veuillez communiquer avec le soussigné et ensuite détruire ce message.

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Wittmann, Elizabeth <ewittmann@dillon.ca>

Notice of Public Information Centre – Tecumseh Hamlet Infrastructure Improvements Municipal Class EA & Functional Design

Badali, Mark (He/Him) (MECP) <Mark.Badali1@ontario.ca>

Fri, Jan 5, 2024 at 2:14 PM

To: "smcvitty@tecumseh.ca" <smcvitty@tecumseh.ca>, Enrico De Cecco <edececco@tecumseh.ca>, "Herlehy, Laura" <lherlehy@dillon.ca>

Cc: "EA Notices to SWRegion (MECP)" <eanotification.swregion@ontario.ca>, "ewittmann@dillon.ca" <ewittmann@dillon.ca>, "Wilson, Marcelina (MECP)" <Marcelina.Wilson@ontario.ca>, "Bechard, Marc (MECP)" <Marc.Bechard@ontario.ca>

Good afternoon,

Thank you for sharing the Notice of Public Information Centre (PIC) #2 with the ministry.

In response to the PIC #2 materials made available on the proponent's website, the ministry offers the attached comments pertaining to source water protection.

Moving forward, please do not send notices to other MECP contacts besides the appropriate Regional EA email address and the assigned Regional Environmental Planner (myself). The reason MECP implemented the regional email address notification procedure (attached) is to create certainty for proponents/consultants on where to send notices and to avoid situations where proponents send notices to multiple contacts in the MECP which complicates internal processes unnecessarily.

Best regards,

Mark Badali ([he/him](#)) | Senior Project Evaluator

Environmental Assessment Program Support | Environmental Assessment Branch

Ontario Ministry of the Environment, Conservation and Parks

Mark.Badali1@ontario.ca | (416) 457-2155

From: Wittmann, Elizabeth <ewittmann@dillon.ca>

Sent: November 29, 2023 2:51 PM

To: Kerr, Ian (MMAH) <Ian.Kerr@ontario.ca>; Harvey, Joseph (MCM) <Joseph.Harvey@ontario.ca>; Barboza, Karla (She/Her) (MCM) <Karla.Barboza@ontario.ca>; Johnson, Ashley (TBS) <Ashley.Johnson@ontario.ca>; EA Notices to SWRegion (MECP) <eanotification.swregion@ontario.ca>; O'Neill, Kathleen (MECP) <Kathleen.Oneill@ontario.ca>; Bechard, Marc (MECP) <Marc.Bechard@ontario.ca>; Source Protection Screening (MECP) <SourceProtectionScreening@ontario.ca>; McCloskey, Amanda (She/Her) (MNRF) <Amanda.McCloskey@ontario.ca>; Southern Region Planning Inbox (MNRF) <SR.Planning@ontario.ca>; Nadeau, Michael (MTO)

<Michael.Nadeau@ontario.ca>; Mentley, Ryan (MTO) <Ryan.Mentley@ontario.ca>; Sunderji, Ali (MOH) <Ali.Sunderji@ontario.ca>; Doncaster, Michele (OMAFRA) <michele.doncaster@ontario.ca>; Davidson, Ainsley (IO) <Ainsley.Davidson@infrastructureontario.ca>

Cc: Herlehy, Laura <lherlehy@dillon.ca>; smcvitty@tecumseh.ca; Avid Banihashemi <abanihashemi@dillon.ca>

Subject: Re: Notice of Public Information Centre – Tecumseh Hamlet Infrastructure Improvements Municipal Class EA & Functional Design

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good afternoon,

Thank you to everyone who came out to the Public Information Centre for the Tecumseh Hamlet Infrastructure Improvements Municipal Class EA.

This email is to notify you that the PIC #2 materials are now available for review on the Town's website at <https://www.tecumseh.ca/en/business-and-development/tecumseh-hamlet-secondary-plan.aspx>.

To provide comments or request further information, please respond back to this email or contact one of the project team members listed below. Comments for this PIC are requested by January 5, 2024.

Laura Herlehy, Project Engineer, Dillon Consulting Ltd

Tel: 519-948-4243 Ext. 3216

Email: lherlehy@dillon.ca

Shane McVitty, Development Engineer, Town of Tecumseh

Tel: 519-735-2184 Ext. 180

Email: smcvitty@tecumseh.ca

Enrico De Cecco, Senior Planner, Town of Tecumseh

Tel: 519-735-2184 Ext. 123

Email: edececco@tecumseh.ca

Kind Regards,

Elizabeth

On Fri, Oct 27, 2023 at 10:23 AM Wittmann, Elizabeth <ewittmann@dillon.ca> wrote:

Good morning,

A Municipal Class Environmental Assessment (EA) is underway for the transportation, water, wastewater, and stormwater infrastructure required to service future development opportunities in the Tecumseh Hamlet Secondary Plan area.

On behalf of the Town of Tecumseh, attached please find the Notice of Public Information Centre #2 for the Tecumseh Hamlet Infrastructure Improvements Municipal Class EA. The Public Information Centre is being held November 27, 2023 from 4:00 pm to 7:00 pm at the Tecumseh Recreation Complex and Arena, Centre Ice Room. Additional details are provided in the attached notice.

In addition to the municipal servicing infrastructure design concept, there will be an update on the Town's Tecumseh Hamlet Secondary Plan. This will include details on the proposed expansion and enhancement to McAuliffe Park on Shields St.

PIC # 2 Material will be available for review after November 27, 2023 on the Town's website at www.tecumseh.ca.

If you have any questions or comments about the Project, please respond back to this email or contact the Project team members listed in the notice. The comment period related to this Public Information Session will be open until January 5, 2024.

Kind Regards,

--

Elizabeth Wittmann
Dillon Consulting Limited
51 Breithaupt Street Suite 200
Kitchener, Ontario, N2H 5G5
T 519.571.98 ext. 157
ewittmann@dillon.ca
www.dillon.ca

--

Elizabeth Wittmann
Dillon Consulting Limited
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2 attachments

MECP PRU Source Protection Comments - PIC 2 - MCEA Sch C Tecumseh Hamlet Infrastructure Improvements.pdf
347K



Instructions for Providing Class EA Notices to the Ministry of the Environment Conservation and Parks.pdf
122K

**Ministry of the Environment,
Conservation and Parks**

**Ministère de l'Environnement,
de la Protection de la nature
et des Parcs**

Environmental Assessment
Branch

Direction des évaluations
environnementales

1st Floor
135 St. Clair Avenue W
Toronto ON M4V 1P5
Tel.: 416 314-8001
Fax.: 416 314-8452

Rez-de-chaussée
135, avenue St. Clair Ouest
Toronto ON M4V 1P5
Tél. : 416 314-8001
Télec. : 416 314-8452

Via E-mail Only

January 5, 2024

Shane McVitty
Development Engineer
Town of Tecumseh
Email: smcvitty@tecumseh.ca

Enrico De Cecco
Senior Planner
Town of Tecumseh
Email: edececco@tecumseh.ca

Laura Herlehy
Project Engineer
Dillon Consulting Limited
Email: lherlehy@dillon.ca

**Re: Tecumseh Hamlet Infrastructure Improvements
Town of Tecumseh
Municipal Class Environmental Assessment – Schedule C
Project Review Unit Source Protection Comments – PIC #2 Materials**

Dear project team,

This letter is in response to the Public Information Centre (PIC) #2 materials made available on the proponent's website for the above noted Class Environmental Assessment (EA) project as of January 5, 2024. The Ministry of the Environment, Conservation and Parks (ministry) provides the following comments pertaining to source water protection for your consideration.

Source Protection Requirements

The *Clean Water Act, 2006* (CWA) aims to protect existing and future sources of drinking water. To achieve this, several types of vulnerable areas are delineated around surface water intakes and wellheads for every municipal residential drinking water system that is located in a source protection area. These vulnerable areas are known as a Wellhead Protection Areas (WHPAs), and surface water Intake Protection Zones (IPZs). Other vulnerable areas that can be delineated under the CWA for municipal drinking water systems include Significant Groundwater Recharge Areas (SGRAs) and Highly Vulnerable Aquifers (HVAAs). In addition, event-based modelling areas (EBAs) and Issues Contributing Areas (ICAs) may also occur, overlapping with one of the four above-named vulnerable areas.

Projects that are subject to the *Environmental Assessment Act* that fall under a Class EA, or one of the Regulations, have the potential to impact sources of drinking water if they occur in designated vulnerable areas or in the vicinity of other at-risk drinking water systems (i.e., systems that are not municipal residential systems).

Specifically, Municipal Class EA projects may include activities that, if located in a vulnerable area, may be considered a threat to sources of drinking water (i.e. have the potential to adversely affect the quality or quantity of drinking water sources) and could be subject to policies in a source protection plan. Where an activity poses a risk to drinking water, policies in the local source protection plan may impact how or where that activity is undertaken. Policies may prohibit certain activities, or they may require risk management measures for these activities. Municipal Official Plans, planning decisions, Municipal Class EA projects (where a project includes a drinking water risk) and prescribed instruments must conform with policies that address significant risks to drinking water and must have regard for policies that address moderate or low risks.

As you may be aware, in October 2015, the MEA Parent Class EA document was amended to include reference to the *Clean Water Act, 2006* (Section A.2.10.6) and indicates that proponents undertaking a Municipal Class EA project must identify early in their process whether a project is or could potentially be occurring within a vulnerable area. Where it has been determined that the project is within a vulnerable area, consideration of source protection must be clearly documented within the project file or environmental study report, as applicable. Specifically, the report should discuss whether or not the project is located in a vulnerable area and provide applicable details about the area. If located in a vulnerable area, proponents should document whether any project activities are prescribed drinking water threats and thus pose a risk to sources of drinking water (this should be consulted on with the appropriate source protection authority). Where an activity poses a risk to drinking water, the proponent must document and discuss in the project file or environmental study report how the project adheres to or has regard to applicable policies in the local source protection plan. This section should then be used to inform and be reflected in other sections of the report, such as the identification of net positive/ negative effects of alternatives, mitigation measures, evaluation of alternatives, etc.

The local source protection authority can provide proponents with assistance in determining whether an activity associated with the construction or operation of the project may be considered to be a drinking water threat as per the CWA and will be able to help determine whether there are policies in the source protection plan that may apply. Please note, even if the project activities in a vulnerable area are deemed not to pose a risk to drinking water, there may be other policies that apply and so consultation with the local source protection authority is important.

More Information

For more information on the CWA, source protection areas and plans, including specific information on the vulnerable areas and drinking water threats, please refer to Conservation Ontario's website where you will also find links to the local source protection plans and assessment reports.

A list of the prescribed drinking water threats can be found in section 1.1 of Ontario Regulation 287/07 made under the *Clean Water Act, 2006*. In addition to prescribed drinking water threats, some source protection plans may include policies to address additional "local" threat activities, as approved by the MECP.

The source protection information atlas is publicly available and can be used to locate delineated vulnerable areas in Ontario.

Tecumseh Hamlet Infrastructure Improvements Municipal Class EA

The Tecumseh Hamlet Infrastructure Improvements project area is located in the Essex Region Source Protection Area, and is therefore subject to the applicable policies of the approved **Essex Region Source Protection Plan**.

Parts of the project area appear to intersect with both intake protection zone (IPZ)-3 as well as the event-based area (EBA) for modelled threats, specifically the storage or transport of fuel/oil spill (see Map 1 below). The EBA is an area where modelling demonstrates that a spill of a specific contaminant (i.e., fuel) within this area could reach the intake and cause deterioration to the raw water quality at the intake. Therefore, any activity associated with the construction, operation, and/or maintenance of the proposed infrastructure within the EBA that involves the handling and storage of liquid fuels containing benzene in specified large volumes would be considered a **significant drinking water threat** and the applicable source protection plan policies would apply. There may also be activities such as the transportation of various quantities of organic solvents, dense non-aqueous phase liquids (DNAPLs), fuels, pesticides/herbicides, and fertilizers within intake protection zones of various vulnerability scores associated with the infrastructure improvements that may pose a moderate and low risk to drinking water sources. In these cases, applicable source protection plan policies may also apply to address these types of threats.

EA projects also should protect sensitive hydrologic features (including both current or future sources of drinking water) not explicitly addressed in source protection plans that provide water to private systems – individual or clusters, and designated facilities within the meaning of O. Reg. 170/03 under the *Safe Drinking Water Act* (i.e., camps, schools, health care facilities, seasonal users, etc.).

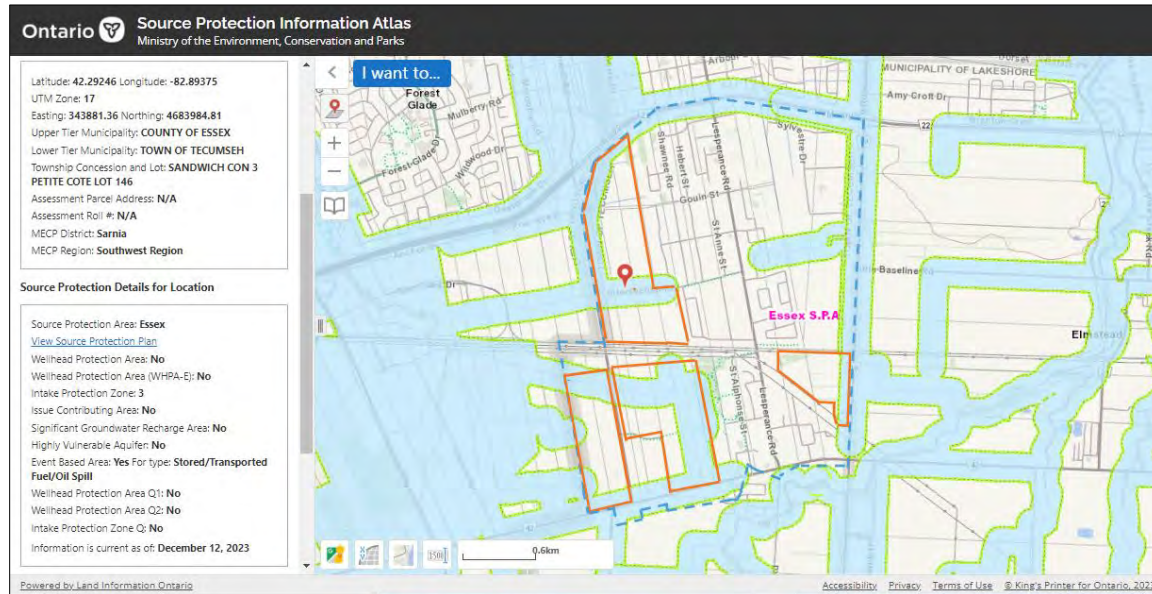
The available online materials for the Tecumseh Hamlet Infrastructure Improvements Class EA includes neither a general discussion of drinking water source protection nor a discussion of the potential impacts that may arise from the construction, operation, and maintenance of its various infrastructure projects (i.e., road improvements, trunk watermain, sanitary sewer construction, pump stations, etc.), and mitigation measures. Given that parts of the project area intersect with the IPZ-3 and the EBA for the storage or transport of fuel/oil spill, the proponent should adequately address source protection considerations.

There are several policies in the [Essex Region Source Protection Plan](#) that the proponent should be aware of and consider before project development, as applicable. These policies include (but may not necessarily be limited to):

- SLWA123-handlestorefuel-I (Prescribed Instrument) for the handling and storage of fuel within all EBAs
- SLWA123-handlestorefuel-5 (Prescribed Instrument) for the handling and storage of fuel within all EBAs
- All123-transportcorridor-1 (Specify Action) for the transportation of organic solvents, dense non-aqueous phase liquids, fuels, pesticides/herbicides, and fertilizers within all IPZs
- All123-transportcorridor-3 (Specify Action) for the transportation of organic solvents, dense non-aqueous phase liquids, fuels, pesticides/herbicides, and fertilizers within all EBAs
- SLWA123-handlestorefuel-I (Risk Management Plan) for the handling and storage of fuel within all EBAs
- SLWA123-handlestorefuel-I (Restricted Land Use) for the handling and storage of fuel within all EBAs
- SLWA123-handlestorefuel-I (Specify Action) for the handling and storage of fuel within all EBAs
- AllIPZs (Education & Outreach) for various drinking water threat activities
- SLWA123-handlestorefuel-I (Stewardship/Incentive) for the handling and storage of fuel within all EBAs
- All IPZs, HVAs, SGRAs, Wells-I (Stewardship/Incentive) for various drinking water threat activities within all IPZs, HVAs, SGRAs, and in rural areas with private wells
- ERSPA-microcystinLR-I (Education and Outreach) to address the microcystin issue

The proponent is strongly encouraged to consult with staff at the [Essex Region Source Protection Authority](#) if they have not already done so.

Map 1 – Tecumseh Hamlet Secondary Plan Study Area. The approximate boundary of the settlement area is shown as a dashed blue line. The solid orange lines show the approximate land areas of the secondary plan project area. Note that parts of the secondary plan project area intersect with IPZ-3 and EBAs for the storage and transportation of fuel/oil spills.



A draft copy of the final report should be sent directly to me prior to the filing of the final report, allowing a minimum of 30 days for the ministry's technical reviewers to provide comments. Please also ensure a copy of the final notice is sent to the ministry's Southwest Region EA notification email account (eanotification.swregion@ontario.ca) after the draft report is reviewed and finalized.

Should you or any members of your project team have any questions regarding the material above, please contact me at mark.badali1@ontario.ca.

Sincerely,

Mark Badali
Senior Project Evaluator
Environmental Assessment Program Support, Environmental Assessment Branch

cc Marcelina Wilson, Supervisor, Windsor Area Office, MECP
Marc Bechard, Water Compliance Supervisor, Sarnia District Office, MECP
Elizabeth Wittmann, Dillon Consulting Limited

Ministry of the Environment,
Conservation and Parks

Environmental Assessment Branch

1st Floor
135 St. Clair Avenue W
Toronto ON M4V 1P5
Tel.: 416 314-8001
Fax.: 416 314-8452

Ministère de l'Environnement, de la
Protection de la nature et des Parcs

*Direction des évaluations
environnementales*

Rez-de-chaussée
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Toronto ON M4V 1P5
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Téléc. : 416 314-8452



Instructions for Providing Class EA Notices to the Ministry of the Environment, Conservation and Parks

The following protocol for providing Class EA notifications to the Ministry of the Environment, Conservation and Parks is in effect as of **May 1, 2018**. Important information is below. Please read carefully.

You must follow the process described below and submit an electronic version of the Notice and completed Project Information Form to the appropriate Regional EA Notification email address. These email addresses are provided below.

All Notices of Commencement and Completion are to follow this process. Please feel free to pass along this information to your colleagues. Thank you.

Notification Procedure:

The Ministry of the Environment, Conservation and Parks becomes aware of streamlined environmental assessments (e.g., class environmental assessment projects, electricity projects and waste management projects) through notifications by project owners. Notifying the ministry is an important step in the streamlined environmental assessment processes. As part of the ministry's ongoing efforts to improve processes and ensure the ministry has an opportunity to provide input on projects undergoing streamlined environmental assessments, the ministry has established dedicated email accounts in each regional office. These accounts will be used to receive notices as required in your class environmental assessment process along with a new "Project Information Form". As of May 1, 2018, proponents must use this new process.

4 Step Process for Submitting Notices for Streamlined EAs

To submit your notice, you must do the following:

- 1. Download and complete the Project Information Form.** (The Form can be found [here](#) under “Streamlined EAs”. It is an excel spreadsheet with columns that need to be filled out by the proponent. The form has been developed for ease of use (i.e. drop-down pick list for most fields). Instructions on filling out the form are contained in 2 tabs within the form itself).
- 2. Create an email. The subject line of your email must include in this order: Project location, Type of streamlined EA, and Project name**

For example:

- York Region, MEA Class EA, Elgin Mills Rd East (Bayview to Woodbine)
 - Durham Region, Electricity Screening Process, New Cogeneration Station
 - City of Ottawa, Waste Management Screening Process, Landfill Expansion
- 3. Attach the completed Project Information Form (in excel format) and a copy of your project notice (in PDF format) to the email.**
 - 4. Send by email to the appropriate ministry regional office:**

Central Region – eanotification.cregion@ontario.ca

Eastern Region – eanotification.eregion@ontario.ca

Northern Region – eanotification.nregion@ontario.ca

South West Region – eanotification.swregion@ontario.ca

West Central Region – eanotification.wcregion@ontario.ca

Notes:

- The hyperlink to the [MECP District Officer Locator](#) website, can be used to assist with determining what ministry region your project is located.
- The minimum requirement is to send project initiation and completion notices (and where applicable, Revised Notice of Completion, Notice of Filing of Addendum, Statement of Completion). All other notices (e.g. Notice of PIC/OH) can be sent to the Regional email address but not required.
- If your project is located in more than one ministry region, you need to submit your notices to all appropriate regions.

From: **Badali, Mark (He/Him) (MECP)** <Mark.Badali1@ontario.ca>

Date: Mon, Jan 15, 2024 at 2:11 PM

Subject: RE: Notice of Public Information Centre – Tecumseh Hamlet Infrastructure Improvements Municipal Class EA & Functional Design

To: Herlehy, Laura <lherlehy@dillon.ca>

Cc: Macki, Monika (MECP) <Monika.Macki@ontario.ca>

Hi Laura,

Thanks for your response.

Also, please be advised that Monika Macki (copied here) is now responsible for coordinating streamlined EA projects in the ministry's Southwest Region, and is taking over as the assigned Regional Environmental Planner for this project and all other projects in this geographical area. Please direct all further correspondence with the ministry for this project to Monika.

Very best wishes,

Mark Badali (he/him) | Senior Project Evaluator
Environmental Assessment Program Support | Environmental Assessment Branch
Ontario Ministry of the Environment, Conservation and Parks
Mark.Badali1@ontario.ca | (416) 457-2155



Wittmann, Elizabeth <ewittmann@dillon.ca>

Notice of Public Information Centre – Tecumseh Hamlet Infrastructure Improvements Municipal Class EA & Functional Design

Herlehy, Laura <lherlehy@dillon.ca>

Mon, Jan 15, 2024 at 10:50 AM

To: "Badali, Mark (He/Him) (MECP)" <Mark.Badali1@ontario.ca>

Cc: "smcvitty@tecumseh.ca" <smcvitty@tecumseh.ca>, Enrico De Cecco <edececco@tecumseh.ca>, "EA Notices to SWRegion (MECP)" <eanotification.swregion@ontario.ca>, "ewittmann@dillon.ca" <ewittmann@dillon.ca>, "Wilson, Marcelina (MECP)" <Marcelina.Wilson@ontario.ca>, "Bechard, Marc (MECP)" <Marc.Bechard@ontario.ca>, Brier Reid <breid@dillon.ca>, Avid Banihashemi <abanihashemi@dillon.ca>, Kailee Dickson <kdickson@dillon.ca>

Hi Mark,

Thank you for your comments. We will review and get back to you with a response. We will also follow up on an approximate timeline for us to provide the DRAFT EA document to the MECP for review.

Thanks,

Laura

**Laura Herlehy**

Associate

Dillon Consulting Limited

200 Deziel Drive Suite 608

Windsor, Ontario, N8W 5K8

T - 519.948.424 ext. 216

C - 519-818-3105

F - 519.948.5054

LHerlehy@dillon.ca

www.dillon.ca



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Wittmann, Elizabeth <ewittmann@dillon.ca>

Re: Tecumseh Hamlet Secondary Plan

Herlehy, Laura <lherlehy@dillon.ca>

Tue, Jan 23, 2024 at 11:20 AM

To: [REDACTED]
Cc: Shane McVitty <smcvitty@tecumseh.ca>, [REDACTED][REDACTED] 235735@dillon.ca, Elizabeth Wittmann
<ewittmann@dillon.ca>, Avid Banihashemi <abanihashemi@dillon.ca>, Dorsa Jalalian <DJalalian@dialogdesign.ca>, Enrico
De Cecco <edececco@tecumseh.ca>

Hi [REDACTED]

Thank you for providing feedback from the [REDACTED] on the Tecumseh Hamlet Infrastructure Improvements Municipal Class EA. Your comments have been shared with the project team and will be considered as we finalize the preferred design concepts for the infrastructure improvements.

As part of Phase 3 of the Municipal Class EA process, we have undertaken a detailed inventory of the natural, social, built and economic environments and have assessed the potential impacts of the alternative design concepts on each of these components to arrive at the preliminary preferred design concepts. The intent of this process is to select the design concepts with the lowest potential impact to the environment while still accommodating forecasted growth in the area.

The preliminary preferred design concept for the transportation infrastructure (road networks) incorporates multi-use paths per the Pedestrian Network (Map 2 in the land use concept <https://www.tecumseh.ca/en/business-and-development/tecumseh-hamlet-secondary-plan.aspx>). Further, stormwater management ponds can be incorporated into natural spaces and provide natural environment linkages and have pathway facilities.

Regarding the naturalization of the LaChance Drain, this study identifies the Species at Risk and necessary protection and mitigation measures required prior to abandonment of all identified drains (LaChance, Desjardins, Gouin and Antaya Drains). This study will recommend next steps including more refined field investigations and permitting needs associated with each identified project. During project specific ESAs (Environmental Site Assessments) the need to provide compensation to offset impacts will be identified. Also, we will highlight which existing areas need to be protected such as the McAuliffe Park CA area including any protective buffers.

Your comments have also been shared with DIALOG for consideration as they finalize the land use plan for the Secondary Plan Area with the Town of Tecumseh.

Kind regards,
Thanks,
Laura



Laura Herlehy
Associate
Dillon Consulting Limited
3200 Deziel Drive Suite 608
Windsor, Ontario, N8W 5K8
T - 519.948.4243 ext. 3216
C 519 818 105
F 519.948.5054
LHerlehy@dillon.ca
www.dillon.ca



On Mon, Jan 15, 2024 at 7:35 AM [REDACTED] wrote:

Good morning Laura and Shane,

Happy New Year to you both, I hope you had a restful holiday.

[REDACTED] is wondering how your response to our comments regarding the Tecumseh Hamlet Secondary Plan is progressing.

We have attached the original email (11 December, 2023) outlining our concerns.

Warmest regards,

[REDACTED]

[REDACTED]



Wittmann, Elizabeth <ewittmann@dillon.ca>

Fwd: PIC Comments Summary

Herlehy, Laura <lherlehy@dillon.ca>

Thu, Feb 8, 2024 at 5:09 PM

To: Phil Bartnik <pbartnik@tecumseh.ca>

Cc: Dorsa Jalalian <DJalalian@dialogdesign.ca>, Brian Hillman <bhillman@tecumseh.ca>, Chad Jeffery <cjeffery@tecumseh.ca>, Shane McVitty <smcvitty@tecumseh.ca>, Enrico De Cecco <edececco@tecumseh.ca>, Kailee Dickson <kdickson@dillon.ca>, Brier Reid <b Reid@dillon.ca>, Elizabeth Wittmann <ewittmann@dillon.ca>, Avid Banihashemi <abanihashemi@dillon.ca>

Hi Phil and Everyone,

Yesterday we met with the [REDACTED].

We discussed the comments [REDACTED] previously provided and I have included the outcomes/action items in red. The discussion points below were also discussed.

- Parking - to be confirmed through Draft Plan process
- Stage 2 Arch assessments were completed for the [REDACTED]
- Dillon to confirm Antaya Drain drainage area in design.
- Town looking into Pre-Zoning however if required a site specific zoning could be undertaken.
- [REDACTED] request a pre-consultation meeting and a list of studies required.

1. Watermains

- a. The PIC #2 infrastructure boards are focused on trunk watermains along the western side of the Hamlet (near Banwell / CR43). What watermain infrastructure is required to allow the development of the lands southwest of CP Rail / CR19? The Town's Master Plan depicts a 400mm dia. along CR19 from CR22 to CR42. Would this trunk watermain infrastructure be required?

i. The Town recently completed a water model update to the north servicing area (Tecumseh, north of Hwy 401). We could request our water model Consultant to review what water infrastructure will be required for that area to develop

Confirmation that the [REDACTED] can be developed without the WM work along CR19 is requested. **Town Engineering to confirm.** We noted that the Hamlet EA provides recommendations for ultimate build out conditions. Details or analysis on when upsizing of WMs are triggered is not included.

2. Stormwater

- a. The PIC #2 infrastructure boards (slide 16) – Why is the Financial Factors for Design Concept #2 identified as “less preferred”? Should this not be the same as Design Concept #1? **We assumed that both options would be of similar order of magnitude of cost however Design Concept # 2 would have additional cost associated with acquisition of an easement within the Hydro One corridor. Determination of land access agreements/easements/rights required including associated costs. (Town Planning/Sylvestres)**
- b. Do the block shapes of the stormwater ponds in the two concepts lock in the exact location of the pond? Could the shape change slightly as one would progress through detail design? **The conceptual plan does not lock the pond locations. The exact pond location and footprint will need to be formalized through the Draft Plan of Subdivision process. We understand that there are factors that may require shifting of the pond. For example, if through design reviews with Hydro One, they require reconfiguration of the pond, this can be accomodated. We will speak specifically to this in the EA.**
- c. Could a note or map be provided for those ponds that are outside the Windsor Airport flight path for clarity? **Yes a map will be included in the Hamlet SPA Functional Design Report. (Dillon)**

3. Enbridge Gas Site southwest of CP Rail / CR19

Dillon will request the following questions be clarified by Enbridge.

- a. Are there any plans from Enbridge to expand or relocate their site further away from the future CR19/CP Rail overpass?
- a. Are there any setbacks for housing development from the Enbridge Site?
- a. The CR19 EA shows a "maintenance driveway" off of CR19, through the farm field and back to the Enbridge Site for access. Could this maintenance driveway be eliminated and direct access to the Enbridge Site be provided from the internal subdivision road network?

Thanks,
Laura



Laura Herlehy

Associate

Dillon Consulting Limited

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Office of the Commissioner of Infrastructure Services / City Engineer

August 6, 2024

Town of Tecumseh
917 Lesperance Road
Tecumseh, ON N8N 1W9

Attention: Phil Bartnik, Director of Public Works

Dear Phil,

Thank you for the opportunity to review the Town of Tecumseh (Town) Hamlet Secondary Plan Transportation Study Addendum. City staff have performed an initial review of the Study Addendum and identified a number of associated concerns pertaining to the level of service in the entire Hamlet, including impacts on Banwell and other intersecting roads with County Road 22 near this area.

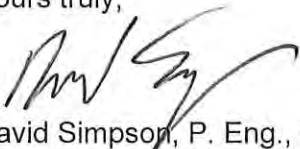
As the Town may be aware, the City is in the process of building a new interchange with 6 lane cross sections roadways and the projected LOS is considered low. With the additional traffic volume that will be introduced by the proposed Hamlet area, LOS within the Banwell road network and surrounding area will likely be further compromised. Based on this concern, the City has the following questions that we would like to further discuss:

1. Did Dillon consider the impact of induced traffic from Manning Road and Lesperance when projecting future volumes and calculating LOS on Banwell at the interchange? With the LOS at both of these intersections, there is concern that more traffic than projected will travel the Banwell corridor as this would become the more favourable route to access CR22, i.e. an interchange with signals only at the one ramp would be preferable over waiting at a traffic signal at the other 2 locations.
2. Has Dillon or the Town investigated any traffic calming and/or diversion methods within the Hamlet to encourage drivers to use different and more appropriate routes? For example, the intersections of Banwell at Maisonneuve Street and Banwell at Intersection Road have an initial projected LOS values that are very low. While understanding that some signal timings can be adjusted as traffic patterns change, often the change in real life scenarios does not actually make a significant impact. What methods can be used to encourage drivers to utilize different accesses in order to increase the LOS at these locations?

3. At the meeting with Dillon on July 12, 2024, it was noted that there was consideration for a right-in-right-out configuration from one of the proposed anchor commercial sites adjacent to Banwell, with access onto Banwell. It did not appear to be discussed in the TIS, can Dillon confirm if this was included in the projections on Banwell and what the impact was? Specially the concern is that if there is already a significant volume of traffic on Banwell at peak times, and a large number of vehicles are exiting from the RIRO, this will change the pattern of traffic at the South Ramp Terminal and possibly decrease safety on Banwell. Additionally, there is no room in this area for a deceleration lane into the RIRO and therefore depending on volume expected at this site, it may not be supported by the City without that lane, to which there is no property at this time.

Thank you for your consideration and providing the Transportation Study Addendum for our review. If you have any questions about the above noted items, please feel free to contact our Transportation Team for discussion.

Yours truly,

A handwritten signature in black ink, appearing to read 'David Simpson'.

David Simpson, P. Eng., PMP
Commissioner of Infrastructure Services/City Engineer

DS:pv

cc: Joe Mancina, Chief Administrative Officer, City of Windsor
Shawna Boakes, Executive Director, City of Windsor



The Corporation of the Town of Tecumseh

September 23, 2024

EMAILED September 23, 2024

The Corporation of the City of Windsor
Infrastructure Services
1266 McDougall Avenue
Windsor, ON N8X 3M7

Attention: Mr. David Simpson, P.Eng., PMP
Commissioner of Infrastructure Services/City Engineer

RE: Tecumseh Hamlet Secondary Plan Transportation Study Addendum

Dear Mr. Simpson,

The Town is in receipt of the City's letters dated August 6, 2024 and September 19, 2024 regarding the Tecumseh Hamlet Secondary Plan Transportation Study Addendum (June 12, 2024). The Town's Consultant, Dillon Consulting, has reviewed the City's inquiries and questions and has prepared the attached response.

The attached letter reaffirms the original analysis that the Banwell Road corridor will be able to support the projected traffic generated from the Tecumseh Hamlet Secondary Plan during the AM and PM peak half hours that coincide with the shift changes at the LG / Stellantis EV Battery Plant.

Should you have any additional questions please do not hesitate to contact me.

Regards,

Phil Bartnik, P.Eng.
Director Public Works & Engineering Services
The Corporation of the Town of Tecumseh

Attachment: Dillon Consulting Letter dated September 20, 2024

cc: Joe Mancina – Chief Administrative Officer, City of Windsor
Shawna Boakes – Executive Director Operations / Deputy City Engineer, City of Windsor
Margaret Misek-Evans – Chief Administrative Officer, Town of Tecumseh
Brian Hillman – Director Development Services, Town of Tecumseh



September 20, 2024

VIA EMAIL ONLY

Corporation of the Town of Tecumseh
917 Lesperance Road
Tecumseh, Ontario
N8N 1W9

Attention: Mr. Phil Bartnik, P.Eng.
Dir. Public Works & Eng. Services

3200 Deziel Drive
Suite 608
Windsor, Ontario
Canada
N8W 5K8
Telephone
519.948.5000
Fax
519.948.5054

***Tecumseh Hamlet Secondary Plan Area
Transportation Impact Study Addendum - City of Windsor Comments***

Dear Mr. Bartnik:

The purpose of this letter is to provide clarity on items outlined in the City of Windsor's letter dated August 6, 2024, regarding the Tecumseh Hamlet Secondary Plan Area (THSPA) Transportation Study Addendum dated June 12, 2024 (2024 Hamlet TIS), prepared by Dillon Consulting Limited (Dillon).

We hope that the summary provides necessary clarifications.

GENERAL COMMENTS

- The THSPA Transportation Study Addendum dated June 12, 2024 (2024 Hamlet TIS), is an addendum to the Tecumseh Hamlet Secondary Plan Area Transportation Study, dated January 2015. This 2015 study was used as the basis for the design and development of the Banwell Road Corridor Environmental Assessment (2016) (Banwell Road EA) solution as noted in the EA document, Section 1.3, # 9. The 2024 Hamlet TIS outlines the potential impact of traffic generated by the development of the Tecumseh Hamlet on the surrounding transportation infrastructure. In addition to existing development within the Tecumseh Hamlet, there are two Secondary Plan areas that are planned for development including the Tecumseh Hamlet Secondary Plan Area (THSPA) and the Manning Road Secondary Plan Area (MRSPA). More information on the scope of assessment can be referenced in Section 1.2.1 of the Hamlet TIS.



- The projected traffic level of service (LOS) for the Banwell Road corridor was assessed on behalf of the City of Windsor (City) in 2023, by Dillon, and detailed in a traffic assessment completed for the LG / Stellantis EV battery plant (2023 Battery Plant TIS). Results of this analysis will be referred to as “Original” within the remainder of this letter. Subsequently, the analysis was updated in 2024 to reflect the latest land use plan and population projections for the THSPA and MRSPA and is detailed in the 2024 Hamlet TIS memo. The 2024 analysis results will be referred to as “Updated” within the remainder of this letter. **Figures 3 and 4**, within the 2024 Hamlet TIS memo, provide a comparison of the projected intersection movement volumes under two scenarios:
 - **Original Volumes (2023 Analysis):** **Figure 3** presents the future volumes that were assessed in the February 2023 traffic impact study for the LG / Stellantis EV battery plant. These volumes reflect the projected full build-out of the Tecumseh Hamlet per the draft land use plans, layout and population / GFA projections available at the time of that assessment. The referenced draft plans were not final, nor had they been officially adopted by Town of Tecumseh Council at that time. The Tecumseh Hamlet volumes in this scenario are consistent with those that were applied in the Banwell Road EA.
 - **Updated Volumes (2024 Analysis):** **Figure 4** presents the future volumes that were revised to reflect the Town’s proposed updated land use designations and population projections for the THSPA and MRSPA. These plans were updated based on the following factors:
 - Considerable stakeholder engagement to reflect current market demands;
 - Meeting provincial commitments to achieve housing goals;
 - Updating commercial and institutional land uses to support the higher population targets; and
 - Incorporating feedback received from extensive public consultation.Revisions to the plans are listed in Section 2.1 of the 2024 Hamlet TIS.
- The updated analysis found that, provided that Banwell Road Improvements are constructed, the Banwell Road corridor will be able to support the projected traffic generated from the THSPA. The overall intersection levels of service under ultimate conditions are acceptable, under typical industry standards, ranging between LOS B to C during the AM and PM peak half hours that coincide with shift changes at the LG / Stellantis EV battery plant (see **Table A**). As described in the 2024 Hamlet TIS, some modifications to the Banwell Road intersection designs are recommended to accommodate the



increased traffic projections associated with the updated THSPA plan. These recommended modifications are considered minor in nature and include:

- Changing the lane configuration on the South Terminal ramp (west leg) to convert one of the exclusive left turn lanes to a shared through / left turn lane, and widening Gouin Street, east of Banwell Road (east leg), to provide a second receiving lane along with the inclusion of a Right-in/Right out driveway, if warranted, as discussed in more detail as part of the response to the City's Question #3; and
 - Providing dual eastbound to northbound left turn lanes at the LG / Stellantis EV battery plant exits (the potential need for which was also previously identified within the City's original 2023 Battery Plant TIS). From an implementation perspective, these left turn lane modifications would be triggered in the future when the volume of traffic warrants these adjustments as noted in the 2024 Hamlet TIS.
- The analyses and conclusions in both the City's 2023 Battery Plant TIS and the 2024 Hamlet TIS conservatively reflects "peak of peak" conditions, a half-hour period when battery plant shift change traffic will be concentrated, in contrast, to typical the assessments where volumes over a full hour are used for analysis. This results in higher peaks over a shorter duration. For the majority of the day, there will be considerably less traffic traveling to and from the battery plant and the levels of service will be better with the level of service of each intersection anticipated to be in the range of A to B (delay of 20 seconds/vehicle or less).



Table A: Overall Level of Service Comparison

Intersection	Overall Level of Service (Future Traffic)					
	Early AM Peak		Late AM Peak		PM Peak	
	Original	Updated	Original	Updated	Original	Updated
South Terminal Ramp (Gouin St)	C	B	B	C	C	C
Banwell Road /Maisonneuve Street	B (Single EB LT)	C (Single EB LT)	A (Single EB LT)	B (Single EB LT)	D (Single EB LT)	C (Single EB LT)
		C (Dual EB LT)		B (Dual EB LT)		C (Dual EB LT)
Banwell Road/ Intersection Road	C (Single EB LT)	C (Single EB LT)	B (Single EB LT)	B (Single EB LT)	B (Single EB LT)	C (Single EB LT)
		C (Dual EB LT)		B (Dual EB LT)		C (Dual EB LT)



Figure 3: Total Future Volumes, Original Tecumseh Hamlet / MRSPA Concepts

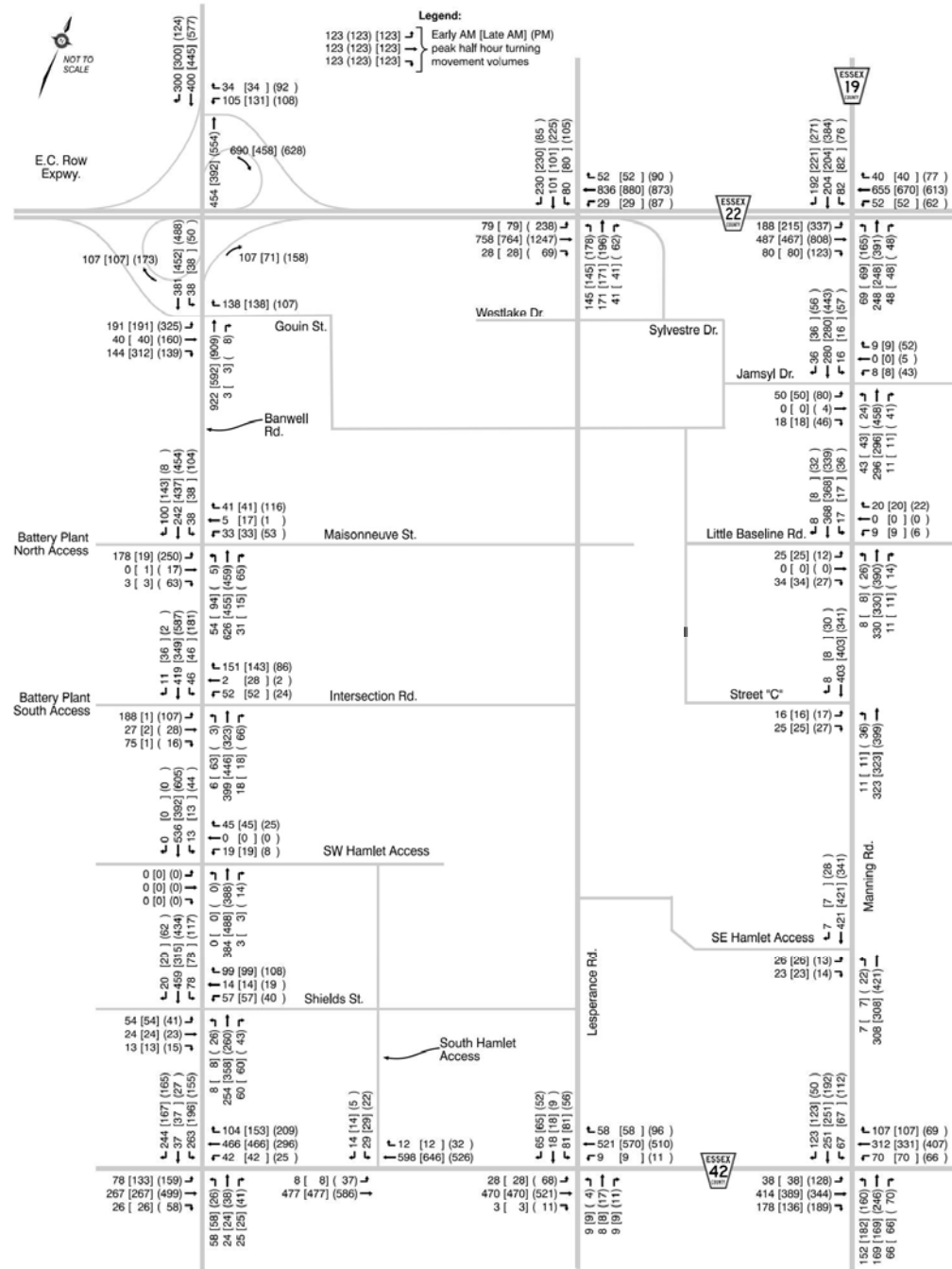
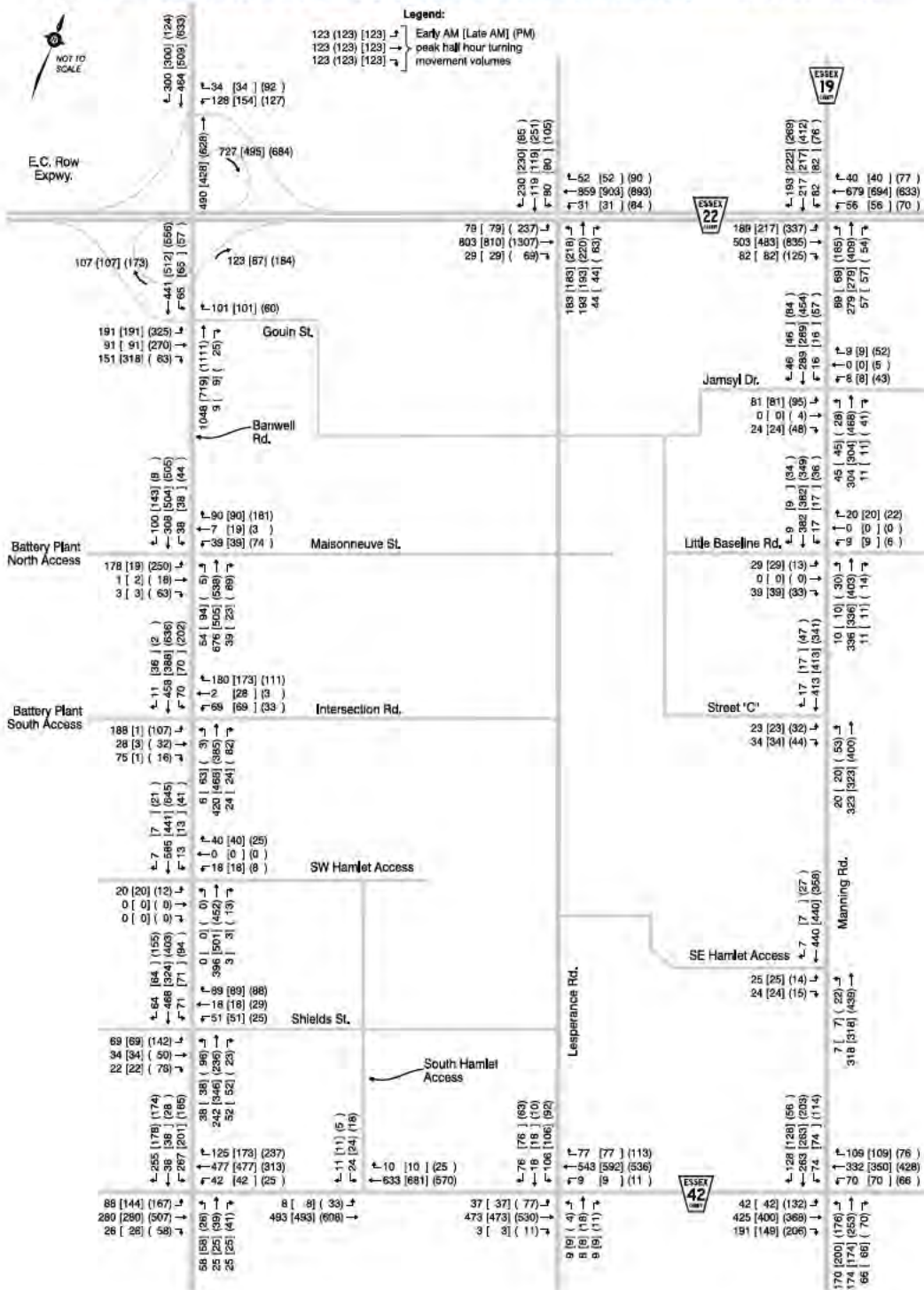




Figure 4: Total Future Volumes, Updated Tecumseh Hamlet / MRSPA Concepts





Question 1 (City)

1. Did Dillon consider the impact of induced traffic from Manning Road and Lesperance when projecting future volumes and calculating LOS on Banwell at the interchange? With the LOS at both of these intersections, there is concern that more traffic than projected will travel the Banwell corridor as this would become the more favourable route to access CR22, i.e. an interchange with signals only at the one ramp would be preferable over waiting at a traffic signal at the other 2 locations.

The County of Essex (County) is the road authority for the segment of County Road 22 (CR22), east of the E.C Row/Banwell Interchange and should be engaged on discussions associated with concerns related to the movement of traffic prior to the implementation of necessary upgrades to that roadway and the impacts on the City's road network.

The response below is consistent with the Town's 2024 Hamlet TIS assessment which has made assumptions on the County's potential road network improvements; however it should be noted that those improvements are managed by the County.

- Yes, the levels of service for the Manning Road (also known as County Road 19) and Lesperance Road intersections with CR22 were assessed. Both the 2023 Original and 2024 Updated assessments show that these intersections will operate poorly when no improvements are made at these intersections. To provide some marginal operational improvements to those intersections, interim at-grade improvements were tested, which included widening CR22 to 6 lanes through the intersections with Lesperance Road and Manning Road, widening the north and south legs of the Manning Road/CR22 intersection to accommodate two exclusive through lanes and the addition of a dedicated northbound right turn lane. There are many factors contributing to traffic pressures at these intersections, including the THSPA and MRSPA but also including the battery plant and other development in Windsor and the County; the need for improvements to these intersections has been long recognized through previous planning studies and EAs that have been undertaken over the past 15 years.
- We understand that the County of Essex is actively seeking funding sources for the improvements to the CR22/CR19 and the CR22/Lesperance intersections, however the timeline is dependant on funding availability. It is the Town's understanding that:
 - Phase 1 of CR19 (south of CR22) is currently under design and is anticipated to be constructed in 2025/2026, with additional phases taking place in subsequent years, working from north to south on



- CR19 from CR22 to Highway No.3. The CR19 improvements include road widening from 2-lanes to 4/5-lanes.
 - To date, a report was brought to County council, October 18, 2023, on their capacity expansion program, along with a separate report on a financial strategy for funding the expansion program on September 4, 2024.
 - The County made a presentation as a delegation to the Ministry of Infrastructure at the most recent Association of Municipalities of Ontario (AMO) conference for funding of the CR22/Lesperance and the CR22/CR19 interchanges, as these are a high priority for the County.
- Although outside the Town's control, it is anticipated that development within the Tecumseh Hamlet would start in the northern portions of the THSPA and MRSPA. The buildout of the northern residential portions of the THSPA and MRSPA are expected to occur over the next 5 years (2025-2030), with commercial development in these areas potentially being built over a longer period of time. It is anticipated that staging of the County's capacity program on CR43 (City limits to south of CR42), CR42 (from the City limits to CR19), CR22 (from the City limits to CR19) and CR19 (from CR22 to Highway No.3), and development will occur incrementally. It should be acknowledged that the County has already commenced a number of these improvement projects.
- The Town will be implementing interim improvements at the Lesperance Road and CR22 (NB RT) intersection. This modification was not included in the assessment described in the 2024 Hamlet TIS and will provide improvements to the northbound right turn movement. The implementation of the Westlake Drive Extension (connection between Lesperance Road to Manning Road via Sylvestre Drive) is anticipated in 2025/2026 which forms part of the CR19 (Manning Road) and CR22 Improvement Environmental Study and Preliminary Design Report (Nov 2028) recommended solution for the CR22/Lesperance intersection.
- The 2024 Hamlet TIS is based on peak half-hour conditions prior to, or following shift change times at the battery plant, when conditions on Banwell Road will be heavily influenced by surges of battery plant employee traffic. Banwell may be a less favourable alternate route at those times. Outside shift change times, there will be less background traffic on Banwell Road and there would be a greater ability to accommodate traffic.



Question 2 (City)

2. Has Dillon or the Town investigated any traffic calming and/or diversion methods within the Hamlet to encourage drivers to use different and more appropriate routes? For example, the intersections of Banwell at Maisonneuve Street and Banwell at Intersection Road have an initial projected LOS values that are very low. While understanding that some signal timings can be adjusted as traffic patterns change, often the change in real life scenarios does not actually make a significant impact. What methods can be used to encourage drivers to utilize different accesses in order to increase the LOS at these locations?
- The assignment of Hamlet traffic is consistent with what was applied in previous traffic studies (including the 2015 Hamlet TIS, the 2016 Banwell Road EA and the 2023 Battery Plant TIS), except that some routes were adjusted to reflect the uncertainty around the Lesperance Road and CR19 interchanges with CR22. The assignment reflects factors such as the availability and attractiveness of certain routes, and the location of development blocks within the Hamlet (e.g., the commercial blocks and higher-density residential blocks are situated adjacent to Banwell Road).
 - The LOS for the Maisonneuve/Banwell and Intersection/Banwell intersections, in the 2023 Battery Plant TIS, are anticipated to operate at a good level of service (LOS A to B) at most times. The 2023 Battery Plant study noted that during the most constrained peaks, an overall level of service of D and C, for each intersection respectively, is anticipated (See Table A). These results represent the operations when only one EB LT is implemented. The 2023 Battery Plant noted that implementing a dual left turn lane can be considered in the future to accommodate variability with the peak hour and/or reduce outbound queue lengths, under ultimate build-out conditions. The 2024 Hamlet TIS confirms that under ultimate development a dual EB LT movement lane should be implemented as it would result in an anticipated LOS C at those intersections.
 - Some Hamlet traffic (primarily east-oriented trips) have been assumed to use Lesperance Road. Banwell Road is the most appropriate route for west-oriented movements and, per the 2016 Banwell Road EA, traffic assessments and subsequent studies, west-oriented trips are anticipated to favour Banwell Road due to the more direct routing and less appropriate routing option of Lesperance Road.
 - Significant additional diversion of Hamlet traffic to Lesperance Road is not considered a feasible option. The 2016 Banwell Road EA spoke to the potential diversion of traffic away from Banwell Road to Lesperance Road, the next north-south corridor to the east. It concluded that this would not be a viable alternative, as diverting traffic from Banwell Road would require widening of the Lesperance



Road corridor (Section 5.3.2). Lesperance Road is classified as a Collector Road per the Town's Transportation Master Plan (2017).

- The Town has a Complete Streets Guideline that can be referenced as development progresses to reduce impact on existing internal streets and promote traffic calming.
- The intent of the mixed land use concept for the Tecumseh Hamlet Secondary Plan is to enable residents to access commercial and other facilities more locally, reducing outside travel, making alternative modes of transportation (i.e., active transportation modes, transit, etc.) more viable and reducing reliance on motorized vehicles.

Question 3 (City)

3. At the meeting with Dillon on July 12, 2024, it was noted that there was consideration for a right-in-right-out configuration from one of the proposed anchor commercial sites adjacent to Banwell, with access onto Banwell. It did not appear to be discussed in the TIS, can Dillon confirm if this was included in the projections on Banwell and what the impact was? Specially the concern is that if there is already a significant volume of traffic on Banwell at peak times, and a large number of vehicles are exiting from the RIRO, this will change the pattern of traffic at the South Ramp Terminal and possibly decrease safety on Banwell. Additionally, there is no room in this area for a deceleration lane into the RIRO and therefore depending on volume expected at this site, it may not be supported by the City without that lane, to which there is no property at this time.

- Yes, the right-in/right-out (RI/RO) driveway was considered in the Updated Volumes (2024 Hamlet TIS) and is listed in Section 2.3, 4th paragraph of the 2024 Hamlet TIS document.
- While the traffic analyses estimated traffic volumes on a potential RI/RO driveway and recommended that a RI/RO be considered, the need and location of a RI/RO for the commercial block fronting Banwell Road has not been confirmed as there has not yet been an application for this block. The potential traffic demand on a RI/RO will depend on the specific commercial generator, and factors such as the orientation of the proposed buildings, parking areas and major drive aisles.
- Due to the nature of the associated commercial land use type, it is anticipated that this will not have concentrated exit/entry volumes and that movements will not correspond to typical AM and PM peak timeframes.
- Right turn acceleration/deceleration lanes have not been identified as a need for this RI/RO driveway at this time. Certainty on the location and extent of these types of lanes can only be determined once a development proposal comes forward. When development proposals come forward, Tecumseh, working with the developer/property owner, would coordinate with the City for approval of the RI/RO location, the need for auxiliary lanes, necessary



traffic impact analysis, and property acquisition. It is noted a similar RI/RO driveway for the battery plant located on the west side of Banwell Road does not require these auxiliary lanes.

CLOSURE

In summary, and to respond to the City's concerns outlined in their August 6, 2024, letter, we would like to reaffirm that the Banwell Road corridor will be able to support the projected traffic generated from the Tecumseh Hamlet Secondary Plan. This conservative assessment assessed traffic during "peak of peak" conditions when battery plant traffic will be most concentrated. Under these conditions, the updated population projections and land use can be accommodated along the Banwell Road corridor with the addition of the intersection changes, including:

- Modifications to the left turn/eastbound through lane at the South Terminal/Gouin Street intersection.
- The implementation of a right-in/right-out driveway access for future commercial lands east of Banwell (if required); and
- the Future dual eastbound left turn lanes at the battery plant driveways corresponding to the Maisonneuve Street and Intersection Road intersections that was previously identified within the 2023 Battery Plant TIS.

The proposed corridor modifications are designed such that the overall intersection levels of service under ultimate conditions are acceptable, under typical industry standards, ranging between LOS B to C during the AM and PM peak half hours that coincide with shift changes at the LG / Stellantis EV battery plant.

We would be happy to discuss in more detail. Please contact the undersigned at lherlehy@dillon.ca or by cell phone at 519-818-3105.

Sincerely,

DILLON CONSULTING LIMITED

Laura Herlehy, P.Eng.
Project Manager

Brent Hooton, Dipl.T.
Transportation Planner

CC: Brian Hillman, Director Development Services, Town of Tecumseh



**The Corporation of the
Town of Tecumseh**

Development Services

To: Mayor and Members of Council

From: Brian Hillman, Director Development Services

Date to Council: August 13, 2024

Report Number: DS-2024-24

Subject: Tecumseh Hamlet Secondary Plan
Presentation of Draft Document and
Scheduling of a Public Meeting
OUR FILE: D08 TEC

Recommendations

It is recommended:

That Report DS-2024-24, entitled “Tecumseh Hamlet Secondary Plan: Presentation of Draft Document and Scheduling of a Public Meeting” **be received**;

And that the scheduling of a public meeting, to be held on Tuesday, September 24, 2024 at 5:30 p.m., in accordance with the *Planning Act*, to offer the public the opportunity to comment on the draft Tecumseh Hamlet Secondary Plan, which is proposed to be introduced into the Tecumseh Official Plan by way of an amendment, **be authorized**;

And further that Administration **be directed** to prepare a further Administrative Report summarizing the comments received through the public consultation process and providing a final recommendation on the draft Tecumseh Hamlet Secondary Plan document and associated Official Plan Amendment for consideration at a future meeting of Council.

Executive Summary

This Report summarizes the purpose and content of the Draft Tecumseh Hamlet Secondary Plan (“THSP”), the planning and servicing process and public/agency consultation undertaken to date and the key engagement outcomes. It also requests authorization to schedule a statutory public meeting in accordance with the *Planning Act* in relation to the associated Official Plan Amendment that will incorporate the THSP into the Tecumseh Official Plan.

Background

Purpose of Secondary Plan

The purpose of the THSP is to establish a detailed planning framework for the future urban development of the lands that are currently designated Future Development in the Tecumseh North Settlement Area of the Official Plan (“Study Area”). The Study Area is generally delineated by County Road 22 to the north, County Road 19/Manning Road to the east, County Road 42 to the south and Banwell Road to the west and is situated between the City of Windsor to the west and the Municipality of Lakeshore to the east (see Attachment 1, Slide 5).

The THSP is intended to ensure the orderly, efficient and appropriate development of the Study Area, strengthening it as a healthy, vibrant and liveable community, while protecting and enhancing desirable assets and characteristics.

The THSP will address the integration of existing and new development, land use distribution and related infrastructure requirements. It will seek to strengthen mobility and street network connectivity; build an interconnected network of public open space; identify the location and distribution of community facilities; and identify future land uses. One of its main goals will be to deliver a complete, walkable and diverse community, comprising sustainable neighbourhoods through the provision of a wide variety of land uses and a diversity of housing types, supported and enhanced by quality private development and public spaces and amenities.

Tecumseh Hamlet Secondary Plan

The THSP is organized into three parts (see THSP at Attachment 2), which are summarized as follows:

- 1) Part A, The Plan Context, includes the purpose and structure of the Plan as well as a description of the Study Area;

- 2) Part B, The Secondary Plan, contains a Vision Statement, Guiding Principles, an Area Structure Plan, Land Use Policies, Urban Design Guidelines and Municipal Services;
- 3) Part C, Implementation, contains a cross-reference to the Municipal Class Environmental Assessment Process that was completed concurrently with the preparation of the THSP. It also contains policy on Development Phasing, including the need for various agreements, and a subsection entitled Zoning By-laws identifying the need for future rezoning of the Study Area.

In addition, the THSP includes the following 15 Schedules. The Schedules have been numbered for ease of incorporation into the Official Plan:

- 1) Schedule "H-1" – Study Area;
- 2) Schedule "H-2" – Structure Plan;
- 3) Schedule "H-3" – Road Hierarchy;
- 4) Schedule "H-4" – Planned Right of Way Width;
- 5) Schedule "H-5" – Cross Section – 20M ROW – Typical;
- 6) Schedule "H-6" – Cross Section – 20M ROW – Special Design;
- 7) Schedule "H-7" – Cross Section – 23M ROW – Typical;
- 8) Schedule "H-8" – Cross Section – 23M ROW – Special Design #1;
- 9) Schedule "H-9" – Cross Section – 23M ROW – Special Design #2;
- 10) Schedule "H-10" – Cross Section – 23M ROW – Special Design #3;
- 11) Schedule "H-11" – Land Use Plan;
- 12) Schedule "H-12" – Open Space Framework;
- 13) Schedule "H-13" – Pedestrian Network;
- 14) Schedule "H-14" – Cycling Network;
- 15) Schedule "H-15" – Transit.

Ms. Dorsa Jalalian, Associate, Senior Urban Designer with Dialog, will be attending the August 13, 2024, Special Council meeting as a delegation and will provide an overview of the THSP using the Power Point at Attachment 1.

Municipal Class EA Process

The Tecumseh Hamlet Infrastructure Improvements Class Environmental Assessment: Environmental Study Report (“ESR”) is being completed by the Town as a Schedule C Municipal Class Environmental Assessment. The ESR documents the planning and design process leading to the selection of the preferred municipal infrastructure servicing strategy to facilitate development in the THSPA. It builds on previously completed Master Plans that have identified regional municipal servicing projects and have completed Phase 1 and Phase 2 of the Municipal Class Environmental Assessment process. The ESR and the THSP were completed concurrently to ensure that development proceeds in an orderly and timely manner, considering infrastructure capacity constraints and site-specific needs.

In general, the ESR establishes the location and capacity of collector roads, storm and sanitary sewers, watermains, how stormwater will be managed, and cross-section details for various roads in the THSPA. It also provides the basis for ensuring that these infrastructure facilities are planned and designed to avoid impacts on significant natural heritage, water and cultural resources and minimize other environmental impacts. Several studies and technical reports, including a Functional Servicing Report (“FSR”) and an updated Tecumseh Hamlet Secondary Plan Transportation Study Addendum are appended to the ESR.

Ms. Laura Herlehy, P.Eng., Associate with Dillon Consulting Limited, will be attending the August 13, 2024, Special Council meeting as a delegation and will provide a servicing overview in relation to the ESR and the FSR using the Power Point at Attachment 1.

Public Consultation to Date

As part of the planning process, the project team, consisting of Town Administration (Development Services, Public Works & Engineering Services, Community & Recreation Services), DIALOG (Town’s planning consultant) and Dillon Consulting Limited (Town’s engineering consultant) hosted a series of conversations (stakeholder interviews, workshops, public open houses/information centres, meetings, etc.) with a broad spectrum of stakeholders throughout the development of the THSP and the ESR. This consultation process involved ongoing engagement with local residents, property owners, sports group, developers, Indigenous communities, ERCA, the County of Essex, the City of Windsor, Ontario Hydro, local school boards, Council and municipal

staff. The goal of the consultation process was to keep stakeholders well informed and involved throughout and to ensure that their ideas and concerns were heard and appropriately addressed.

Comments

Engagement Outcome

There were several items that were raised and resolved through the public engagement process, including matters related to the: location/size of stormwater management facilities; distribution, density and mix of land uses; design and capacity of roads; protection and enhancement of recreational spaces and natural heritage areas; and capacity of water and wastewater infrastructure.

The major items addressed as part of the public consultation processes were in relation to the following matters:

- 1) Shields Street extension/McAuliffe Park expansion;
- 2) Transition to existing neighbourhoods;
- 3) Successful collaboration with THSPA landowners;
- 4) Traffic analysis for the THSPA;

A summary of these items, along with a project team response, is provided below:

Item 1: Shields Street Extension / McAuliffe Park Expansion

Comments Provided

- Extending Shields Street through McAuliffe Park will cause safety issues to pedestrians, children and users of the park.
- Re-design of McAuliffe Park will result in a loss of recreational features at the park.
- Range of sports-related facilities will be negatively impacted.

Project Team Response

The extension of Shields Street westerly from its current terminus easterly through to Banwell Road is considered a critical east-west connector for the Tecumseh Hamlet to

provide pedestrian and vehicular access to/from the existing built-up area to the Tecumseh Vista School and the future commercial node at Banwell Road. This corridor was evaluated and selected through the Municipal Class EA process as the preferred east-west connection between the new THSP neighbourhoods west of McAuliffe Park and the existing neighbourhood east of McAuliffe Park.

It was acknowledged, however, that the design of this extension through the park must be carefully considered to ensure pedestrian and vehicular traffic is sensitive to the surrounding park space. Accordingly, in 2023, several meetings and design sessions were held with McAuliffe Park Sports Group to co-develop a draft concept plan for a renewed McAuliffe Park. The resulting plan proposes that the renewed park would create two spaces each with distinct features and amenities. McAuliffe Park North would focus on passive recreation and integrate a new event plaza area amongst the existing amenities. McAuliffe Park South would focus on active recreation and incorporate new soccer fields, washrooms, and parking to the west of the existing baseball amenities (see Attachment 1, Slide 37). As the extension of Shields Avenue traverses the park, the street would narrow and have well-identified pedestrian crossings, bike paths, landscaping and surface treatments (see Attachment 1, Slides 35 and 36).

As a result of the preceding, policies have been included in the THSP to ensure an appropriate, context sensitive design for the Shields Street extension. In addition, lands have been identified as Recreational in the THSP that will support the westerly expansion of McAuliffe Park on the south side of Shields Street.

Item 2: Transition to Existing Neighbourhoods

Comments Provided

- The proposed medium density residential areas are too close to existing residential areas, particularly those located on Corbi Lane, and are not compatible with abutting lands.
- Potential four-storey height will reduce privacy of existing homeowners on Corbi Lane.

Project Team Response

As noted on the THSP Land Use Plan (see Attachment 1, Slide 14), only Low Density Residential development is permitted directly abutting the existing homes that are situated on the west side of the hamlet. Single detached dwellings and semi-detached dwellings are permitted in the Low Density Residential designation, which will be of a similar scale and size of the abutting existing residential uses.

The concern raised stems from the Medium Density Residential designation that is proposed west of this first tier of Low Density Residential development (see Attachment 1, Slide 14). The Medium Density Residential designation permits residential buildings up to 4 storeys in height.

With respect to the potential for loss of privacy and intrusive overlook for abutting residents along Corbi Lane, a review of the potential built form was assessed by way of renderings and a viewscape analysis (see Attachment 1, Slides 38 and 39). The renderings and viewscape analysis demonstrated the limited potential future views from the rear lot of a Corbi Lane property as well as from the perspective of a fourth storey dwelling unit toward the Corbi Lane properties. This analysis was repeated with several additional properties along Corbi Lane with the same result.

In addition to the preceding specific analysis, it is noted that as a general tenet of planning, residential uses are compatible with other residential uses. Multi-unit residential dwelling units adjacent to single-unit detached dwellings is a built form and land use mix that currently exists in numerous areas of the Town and is a common land use pattern in urban areas throughout the region, the province and beyond.

It is a commonly held planning principle that being “compatible with” does not equate to “being the same as” or even “being similar to.” Being “similar to” implies having a resemblance to another thing; they are like one another, but not completely identical. Being “compatible with” fundamentally implies being capable of existing together harmoniously. Appropriately integrated intensification is encouraged in all areas where it can be adequately serviced, projected traffic generation can be accommodated by the existing transportation network and compatibility between uses can be achieved. Servicing and transportation issues are addressed later in this Report.

The evaluation of residential land use compatibility involves consideration of noise, traffic, safety, privacy or intrusive overlook, shadowing and building scale, height and massing. Section 3.18, Land Use Compatibility, of the Official Plan lists these as matters to be assessed when introducing infill development into existing stable residential areas. The study team believes that the THSP Land Use Plan has adequately addressed these items.

In summary, it is believed that the THSP Land Use Plan and associated policies will result in development that is compatible with surrounding existing residential areas and provides adequate separation distances to abutting residential properties to address concerns related to intrusive overlook. In addition, it is noted that similar residential development scenarios (multi-storey apartment buildings situated adjacent to and in close proximity to low density/low profile residential development) exist in multiple other areas of Tecumseh and Essex County municipalities. This type of development scenario is relatively common in fully serviced urban areas.

Item 3: Successful Collaboration with THSPA Landowners

Comments Provided

- The eight major landowners in the THSPA (see Attachment 1, Slide 40) had a range of individual interests and objectives and generally sought to achieve a greater diversity of housing choices (including increased density).
- The landowners in the northwest quadrant of the THSPA (lands along Banwell Road, adjacent the future interchange) requested a consideration for incorporation of a large-retail format use.

Project Team Response

One of the unique challenges in the preparation of a secondary plan is considering the diverse ownership pattern and development interests of various landowners. This needs to be balanced against the broader goals and guiding principles of the planning process to arrive at a suitable plan for the development of an area. The ultimate plan must be implementable, serviceable and result in orderly, coordinated and appropriate development. It is believed that this has been achieved in the THSP through analysis and ongoing discussions between the study team and the eight landowners and their representatives.

Item 4: Traffic Analysis for the THSPA

Comments Provided

- The County of Essex (for the segment of Banwell Road/County Road 43 south of the CP Rail) and the City of Windsor (for the segment of Banwell Road north of the CP Rail) had ongoing interest in the THSP given the location of Banwell Road and its role as a major north/south transportation corridor.
- General questions and concerns were raised by stakeholders regarding potential traffic impacts to the surrounding transportation networks.

Project Team Response

An over-arching relationship exists in relation to the Town Boundary Adjustment Agreement ("Agreement"), effective January 1, 2003, and executed by the Town of Tecumseh, the County of Essex and the City of Windsor. This Agreement establishes various obligations and terms in relation to both the County and the City portion of Banwell Road. All parties have worked to see the appropriate fulfillment of this Agreement, through respective Municipal Class EA processes and road construction projects and the development of the THSP.

Over the past ten years, Town Administration has worked closely with both the County and the City throughout the preparation of their respective Banwell Road Municipal Class Environmental Assessment processes. The County completed its Municipal Class EA in July 2009, and the City completed its Municipal Class EA in September 2016. The Town retained Dillon Consulting Limited to complete a traffic analysis for the entire Tecumseh Hamlet, the findings of which were refined and used by the City in the finalization of its Banwell Road EA.

Dillon subsequently updated the traffic analysis with an addendum that considered the current land use plan proposed by the THSP. In general, the updated analysis found that, provided road improvements recommended by the various municipal class EAs were constructed, the surrounding road network was able to support the projected traffic generated from the THSPA. It is noted that the County's portion of Banwell Road (County Road 43) is currently under construction and anticipated to be completed by Q4 2024. The City's portion, including an interchange at E.C. Row, is proposed to commence construction in 2025, with completion anticipated by Q4 2026.

On August 7, 2024, the Town received written correspondence from the City Engineer regarding the traffic analysis for the THSPA. The items raised in the correspondence are under review by the project team. A detailed review of the matters raised, and the project team's response, will be provided to Council under a future report prior to Council making a decision on the THSP.

Statutory Public Consultation

Having regard to all the preceding, it is appropriate to proceed to the scheduling of a statutory public meeting in accordance with the requirements of the Planning Act, and to seek stakeholder and public comments on the THSP and the amendment required to incorporate it into the Official Plan. It is therefore recommended that a public meeting be scheduled for Tuesday, September 24, 2024 at 5:30 p.m. The public meeting will be attended by the study team.

Following the public meeting, an Administrative Report summarizing the comments received through the public meeting process and providing a final recommendation on the THSP and associated Official Plan Amendment will be provided for consideration at a future meeting of Council.

Consultations

Community & Recreation Services
Public Works & Engineering Services
DIALOG
Dillon Consulting Limited

Financial Implications

None.

Link to Strategic Priorities

Applicable	2023-2026 Strategic Priorities
<input checked="" type="checkbox"/>	Sustainable Growth: Achieve prosperity and a livable community through sustainable growth.
<input type="checkbox"/>	Community Health and Inclusion: Integrate community health and inclusion into our places and spaces and everything we do.
<input type="checkbox"/>	Service Experience: Enhance the experience of Team Tecumseh and our citizens through responsive and respectful service.

Communications

Not applicable ☐

Website ☒ Social Media ☒ News Release ☐ Local Newspaper ☒

This report has been reviewed by Senior Administration as indicated below and recommended for submission by the Chief Administrative Officer.

Prepared by:

Chad Jeffery, MA, MCIP, RPP
Manager Planning Services & Local Economic Development

Reviewed by:

Beth Gignac, BA Hons
Director Community & Recreation Services

Reviewed by:

Phil Bartnik, P.Eng.
Director Public Works & Engineering Services

Reviewed by:

Brian Hillman, MA, MCIP, RPP
Director Development Services

Recommended by:

Margaret Misek-Evans, MCIP, RPP
Chief Administrative Officer

Attachment Number	Attachment Name
1.	Tecumseh Hamlet Secondary Plan Power Point
2.	Draft Tecumseh Hamlet Secondary Plan, August 13, 2024

Tecumseh Hamlet Secondary Plan

Agenda:

4:00 p.m.	Introduction and Process Overview (Town)
4:15 p.m.	Hamlet Secondary Plan: Plan Highlights (DIALOG)
4:35 p.m.	Servicing + Transportation Update (Dillon)
4:40 p.m.	Questions
4:55 p.m.	Closing + Next Steps (Town)

Project Team:



DIALOG[™]



Town of Tecumseh

Led by Development Services and Public Works & Engineering Services

DIALOG

Urban Planning, Urban Design and Engagement

Dillon

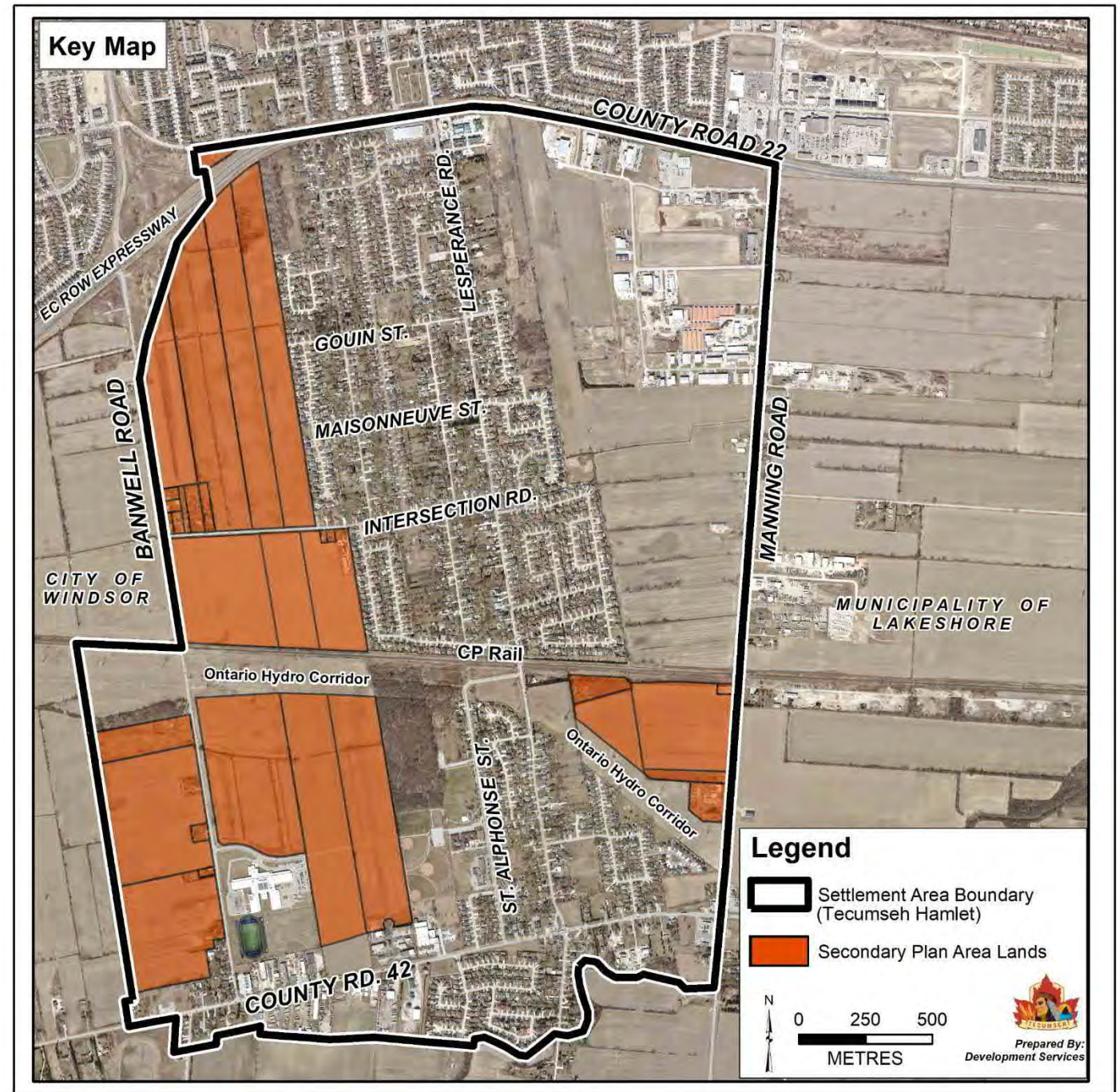
Servicing and Transportation

Process Overview

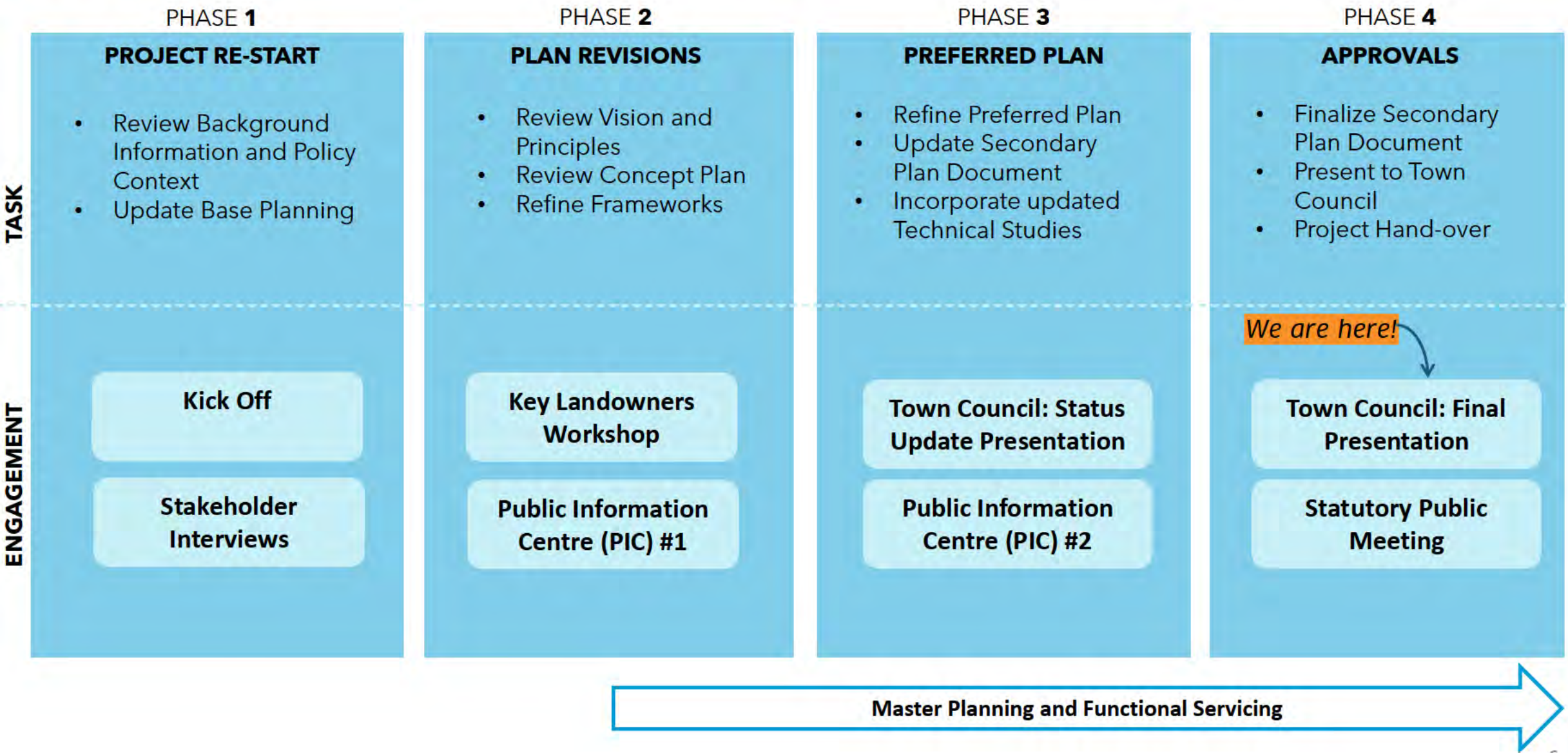


Study Area

The scope of work includes preparing a Secondary Plan for the Tecumseh Hamlet. The Secondary Plan Area is a composite of **primarily large undeveloped lands** (see Key Map) that are currently farmed. In addition, there are a number of natural heritage landscapes and existing homes. The scope of work will consider the **broader Settlement Area** (see Key Map) to carefully integrate key municipal infrastructure elements between the Secondary Plan Area Lands and existing built-up areas of the Hamlet.



Scope of Work: Where We Are in the Process



Engagement Summary

Oct 2022

- Stakeholder **Interviews** with Key Landowners

Oct 2022

- **Key Landowners** Workshop

Dec 2022

- Project Re-initiation **Open House**

Dec 2022

- Meeting with Greater Essex County **School Board**

Apr 2023

- Public Information Centre (**PIC #1**)

July 2023 &
Sep 2023

- Workshop with **McAuliffe Park Sports Group**

Nov 2023

- Public information Centre (**PIC#2**)

Jan-July
2024

- Meetings with **COTTFN**, **City** of Windsor, Essex **County**, **ERCA**, Property Owners, Community Members



Plan Highlights

Design Vision:

a **complete community** characterized by interesting and **walkable** places to live, work, play, shop locally and enjoy **nature**. The Vision reflects an appropriate level of residential and commercial intensification, **mix of uses**, and connectivity to support a more **sustainable, vibrant, and self-sufficient community**.



Guiding Principles:

1



Create a vibrant, complete, mixed-use community

2



Create a unique identity and quality of place

3



Provide opportunities for all to live in the Hamlet

4



Create lively and viable commercial nodes

5



Create walkable neighbourhoods

6



Provide high quality open spaces

7



Protect and enhance heritage resources

8



Create a supportive transportation network

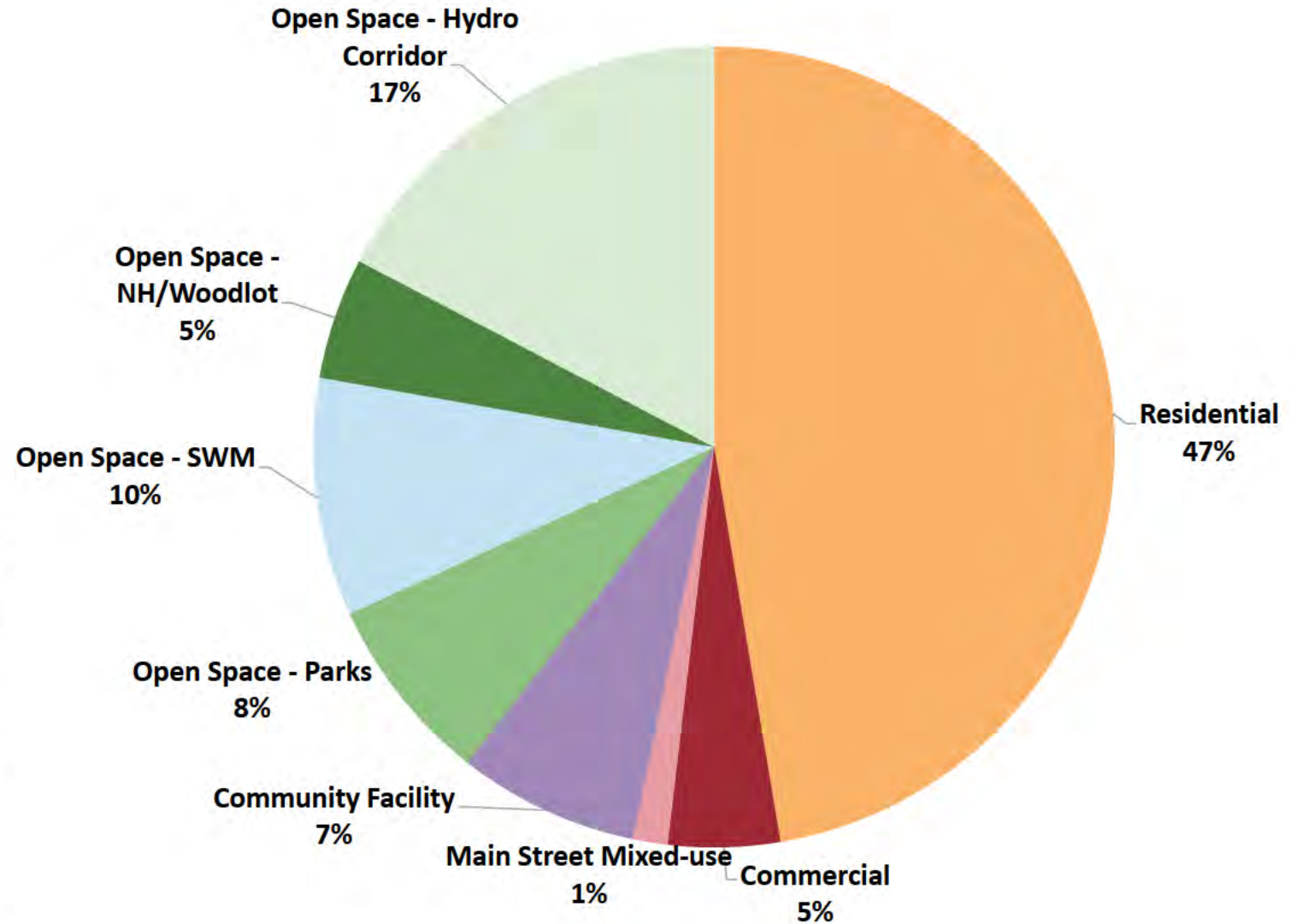
Structure Map

(Big Moves)



Statistics:

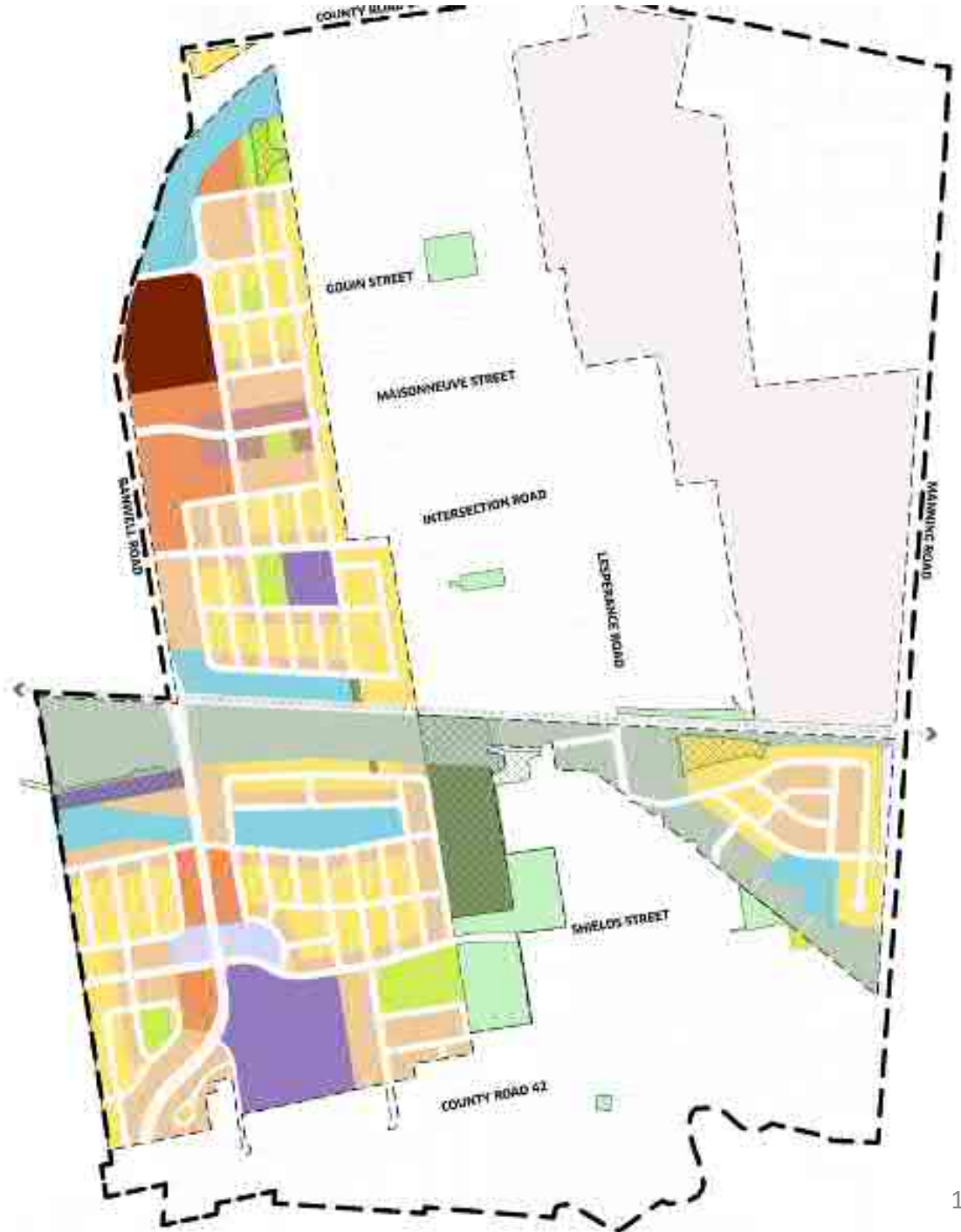
~4,300 units
~8,800 people
~40% open space



Land Use Plan

Land Use Plan

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Anchor Commercial
- Main Street Commercial
- Plaza Commercial
- Community Facility
- Hydro
- Recreational
- Stormwater Management Ponds
- Natural Environment
- Natural Environmental Overlay
- Major Infrastructure Corridor



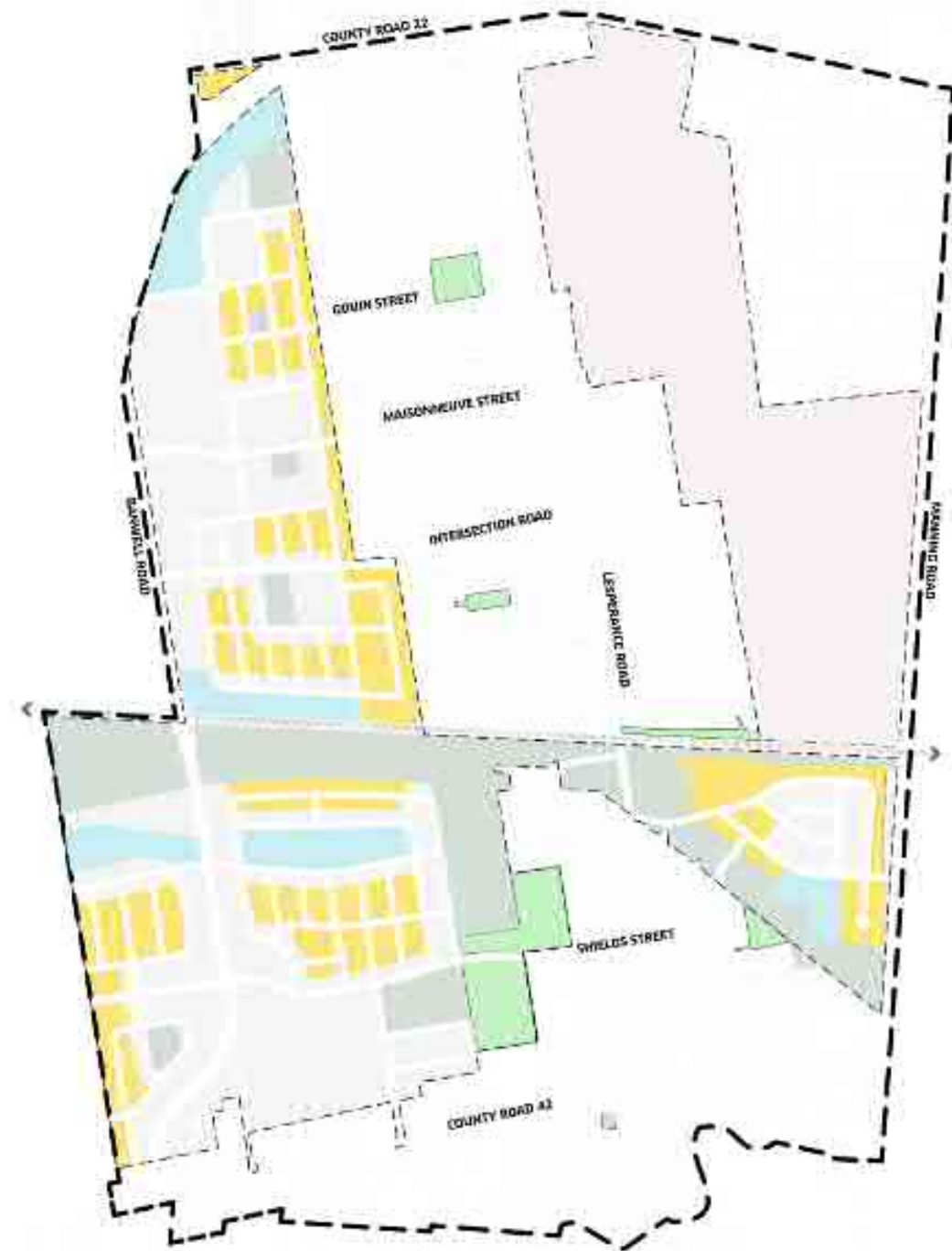


Low Density Residential

Low Density Residential

Permissions:

- Up to 2 - 2.5 storeys
- Singles and Semis, Duplex Buildings
- Permitted density up to 20 units/ha



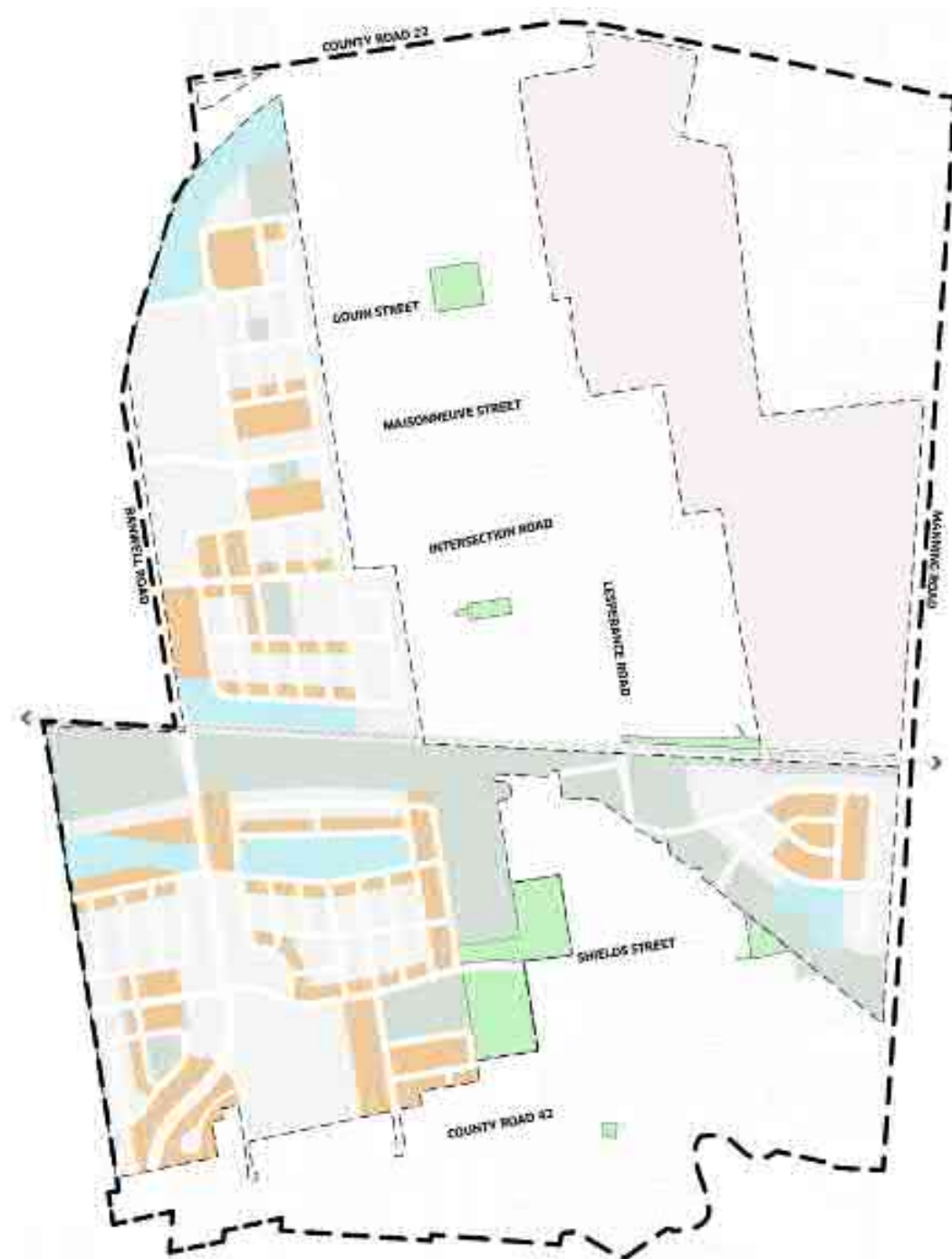


Medium Density Residential

Medium Density Residential

Permissions:

- Up to 4 storeys
- Towns, Stacked Towns, Row House, Walk Ups or Small-Scale Apartments
- Permitted density of 20-50 units/ha





High Density Residential

High Density Residential

Permissions:

- Up to 6 storeys
- Apartments, Nursing Homes, Rest Homes and Retirement Home
- Permitted density of Over 50 units/ha



A photograph of a city street scene with a sidewalk cafe, parked cars, and multi-story brick buildings. The text 'Main Street Commercial' is overlaid in the center.

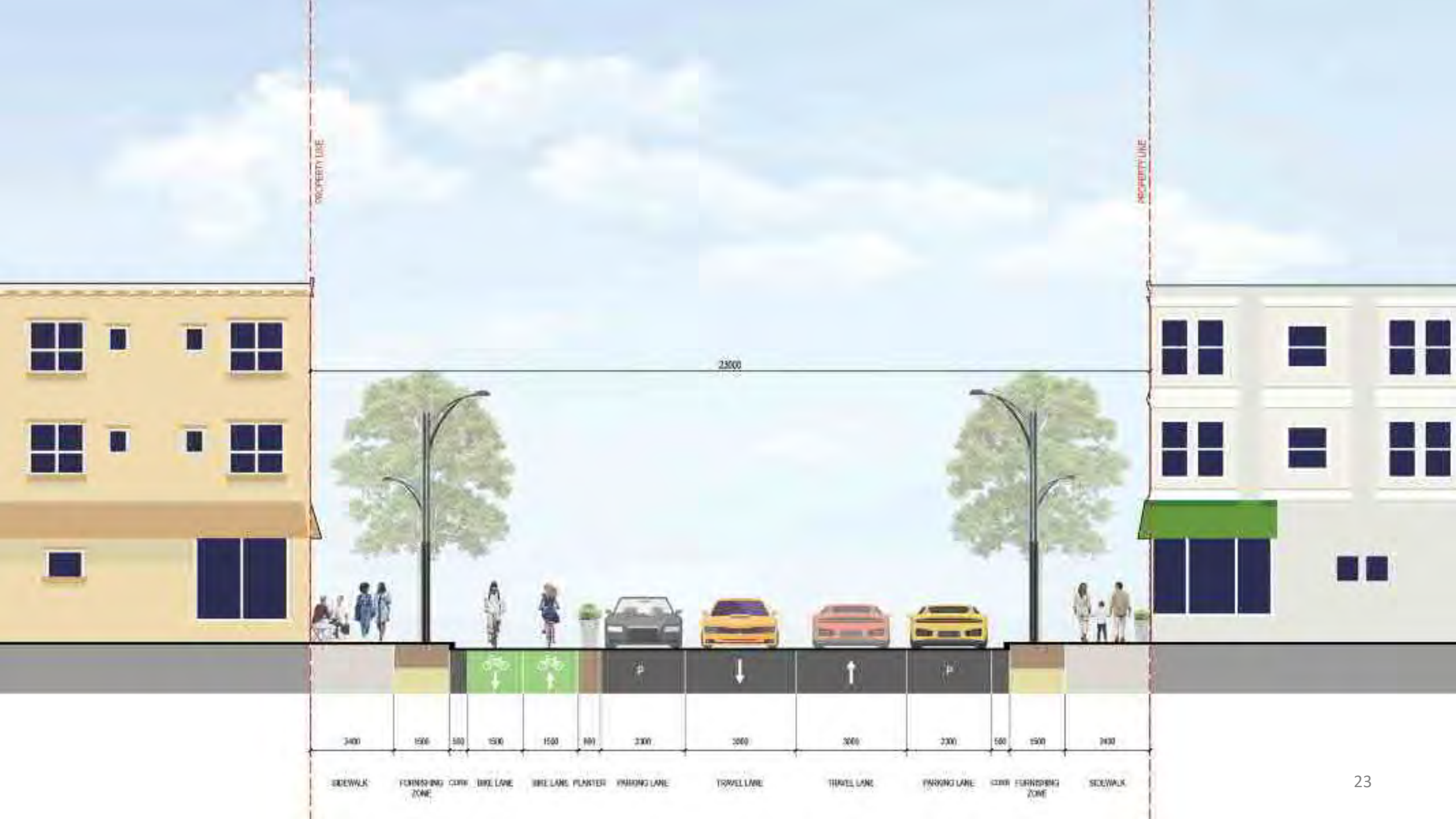
Main Street Commercial

Main Street Commercial

Permissions:

- 3 storey mixed-use (retail at grade /residential above)
- Permitted density of up to 100 units/ha





A photograph of a Safeway grocery store building. The building is constructed of brick and has a large glass entrance. The Safeway logo is visible on the upper part of the building. In front of the entrance, there are several outdoor displays, including a sign for 'Healthier Schools' and various produce stands. The sky is clear and blue.

Anchor/Neighbourhood Commercial

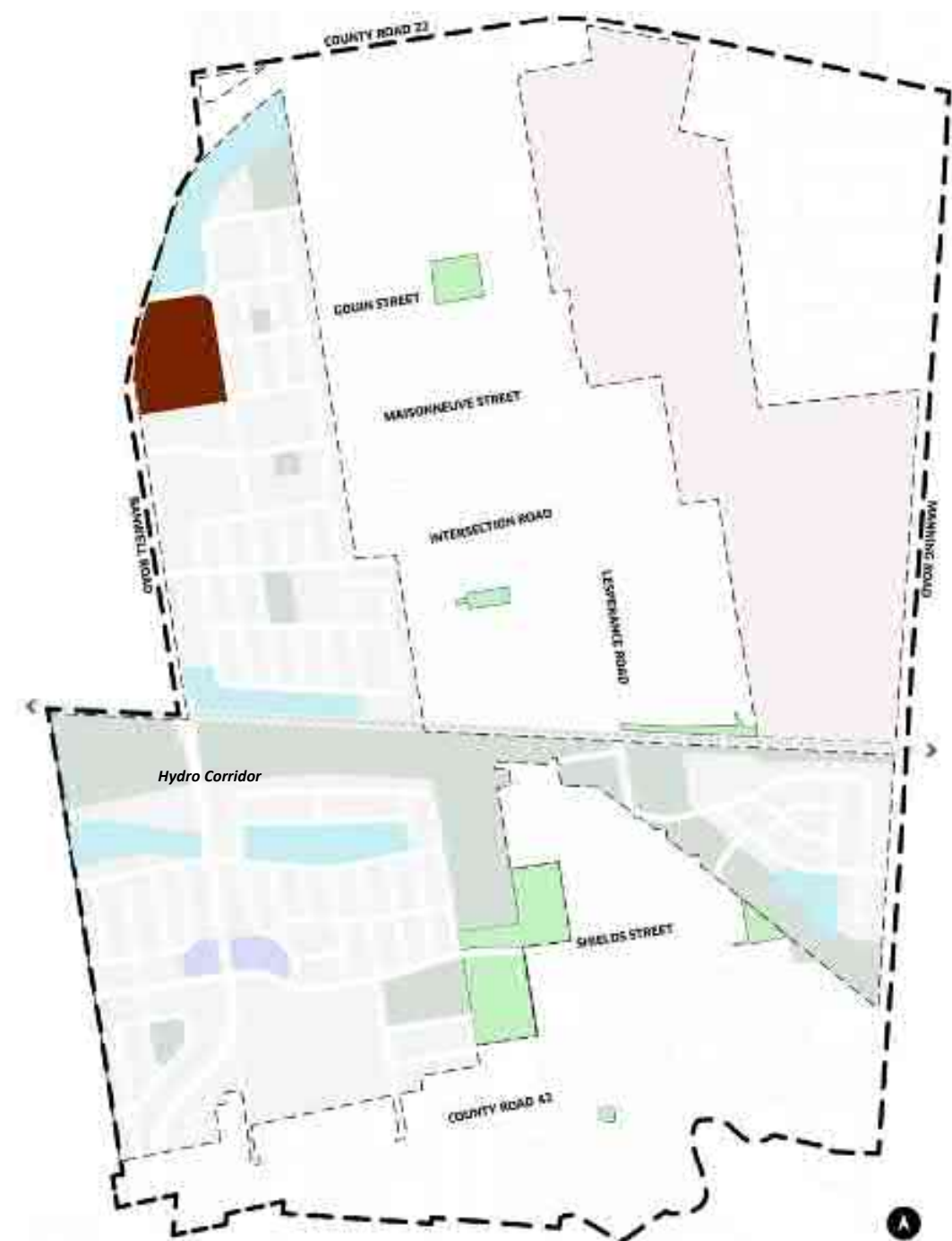
Anchor Commercial & Neighbourhood Commercial

Anchor Commercial:

- GFA: ~22,000 sq.m.
- 1 storey large format retail

Neighbourhood Commercial

- GFA: ~15,000 sq.m.
- 1-2 storey plaza commercial



Movement Framework

Connected Street Network

Intent: To Create an accessible block pattern with connected streets and shorter blocks with improved circulation to encourage walking and cycling



Pedestrian Network

The Tecumseh Hamlet will be linked by an accessible, safe, convenient, and comfortable pedestrian network. Pedestrians will be able to safely travel to and from each neighbourhood and through the Hamlet, enjoying strong links to adjacent communities.

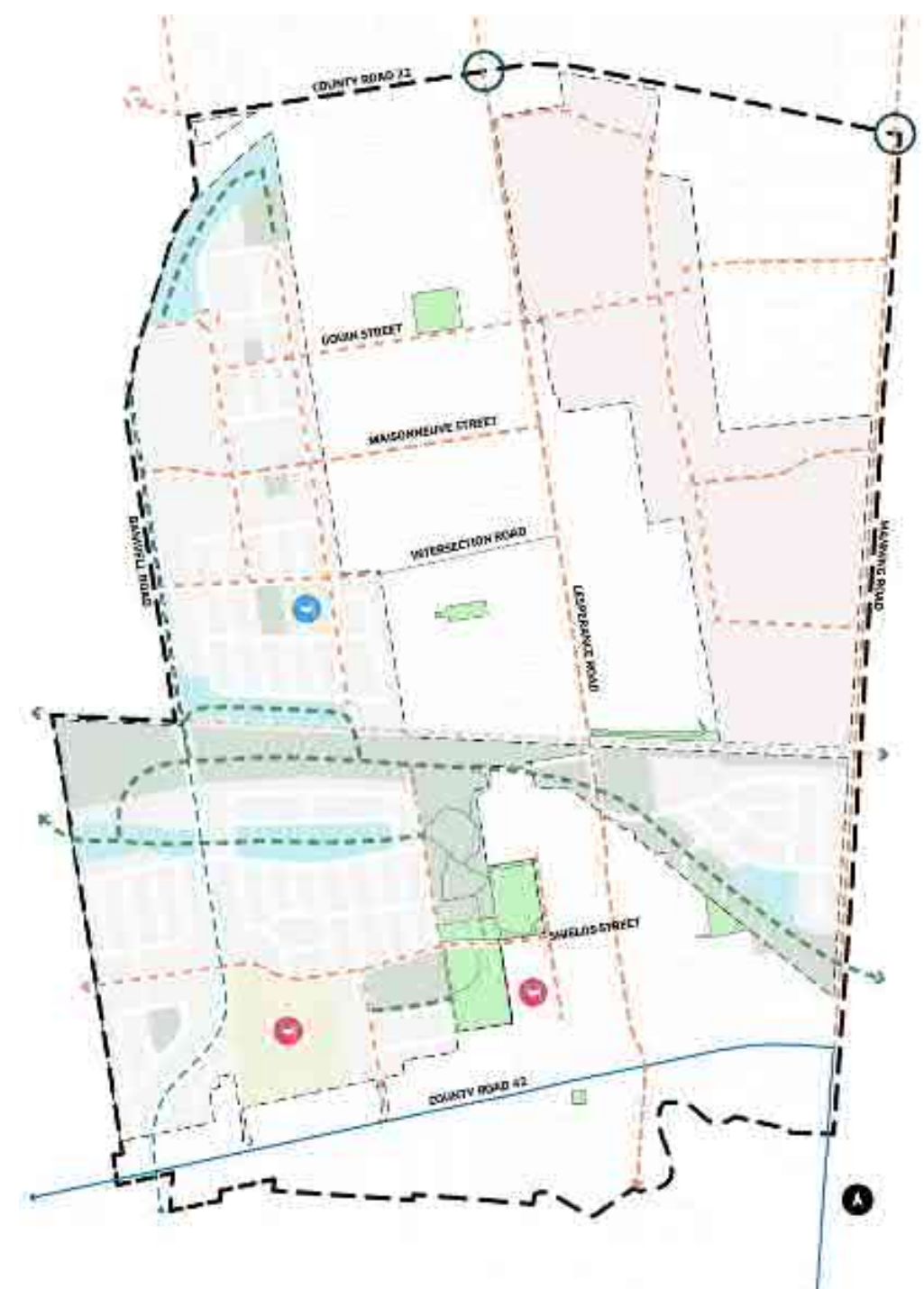
-  **Sidewalks**
-  **Existing Trails**
-  **Planned Trails**
-  **Proposed Trails**
-  **Mid-Block Connections**



Cycling Network

A cycling network that benefits from trail opportunities and a safe network of proposed cycling facilities and is aligned with the Town's Transportation Master Plan.

- Proposed Trails
- Existing trails
- - - Cycling Path (On or Off-Road)
- - - CWATS On-Road Routes
- CWATS Off-Road Routes



Transit

Exploring opportunities to expand the planned transit network to serve the Hamlet.











— Long-term Routes

- - - Potential Future Expansion



Open Space Framework

Open Space Framework

-  **Open Space:** Proposed Public Park
-  **Open Space:** Existing Public Park
-  **Open Space:** Stormwater Management Pond
-  **Open Space:** Natural Heritage
-  **Open Space:** Hydro Corridor
-  Proposed Trail
-  Existing and Planned Trail
-  Green Streets
-  Existing School
-  Potential Future School

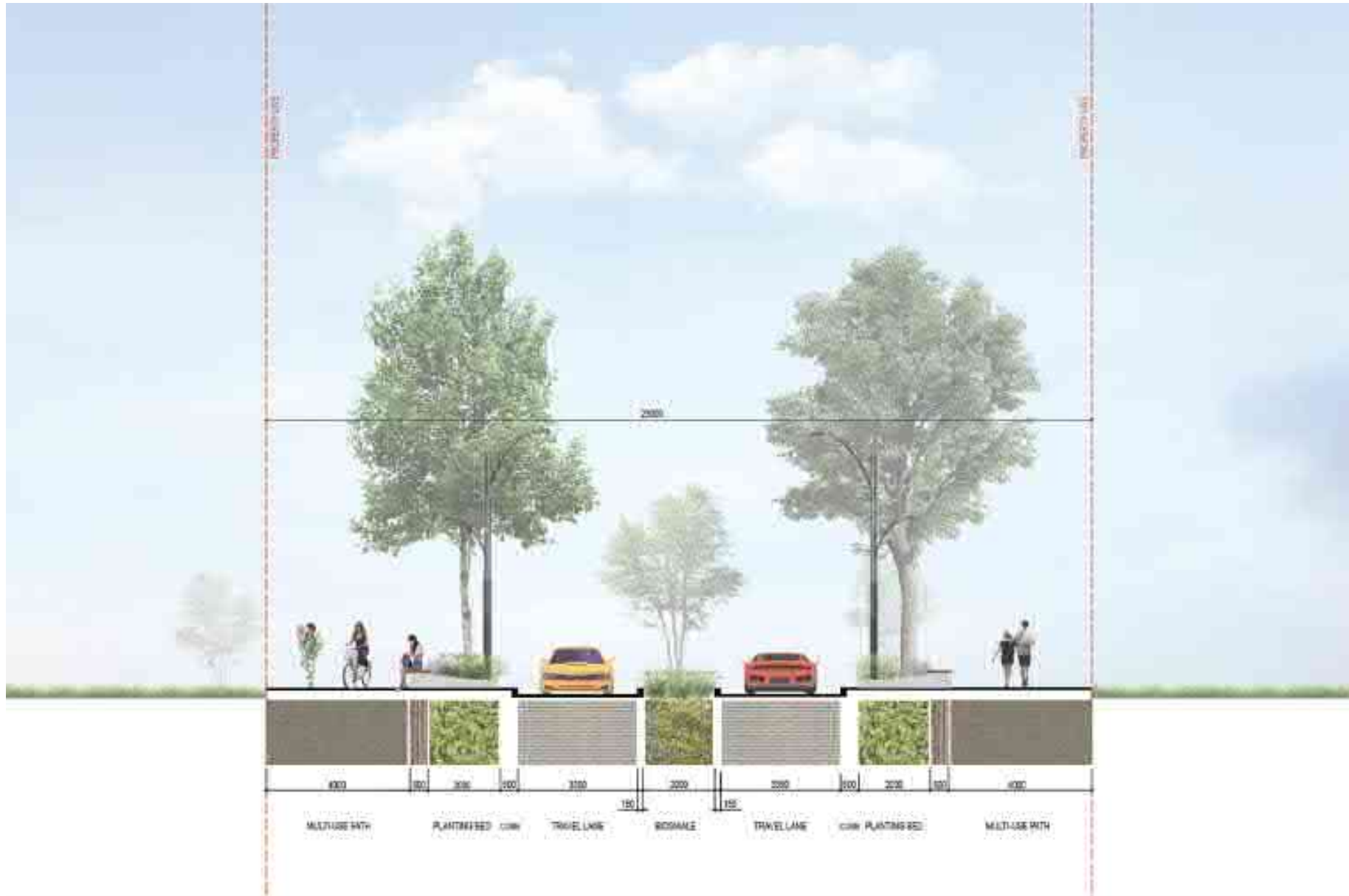




Engagement Outcome

(what we heard)

Shields Extension - Looking Southwest



Shields Extension - Looking Southwest



Existing

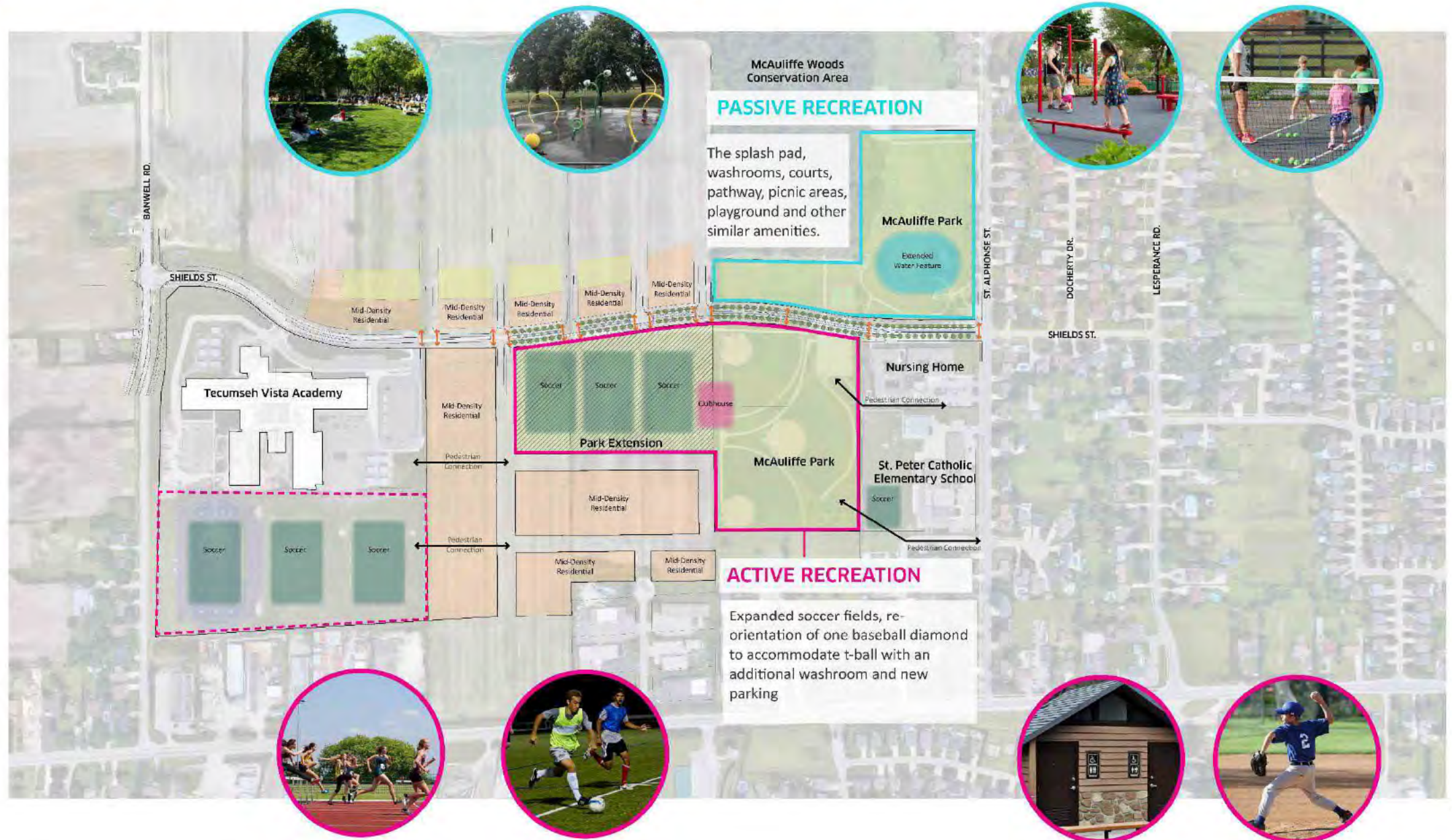


Conceptual Rendering - Potential Future of Shields.

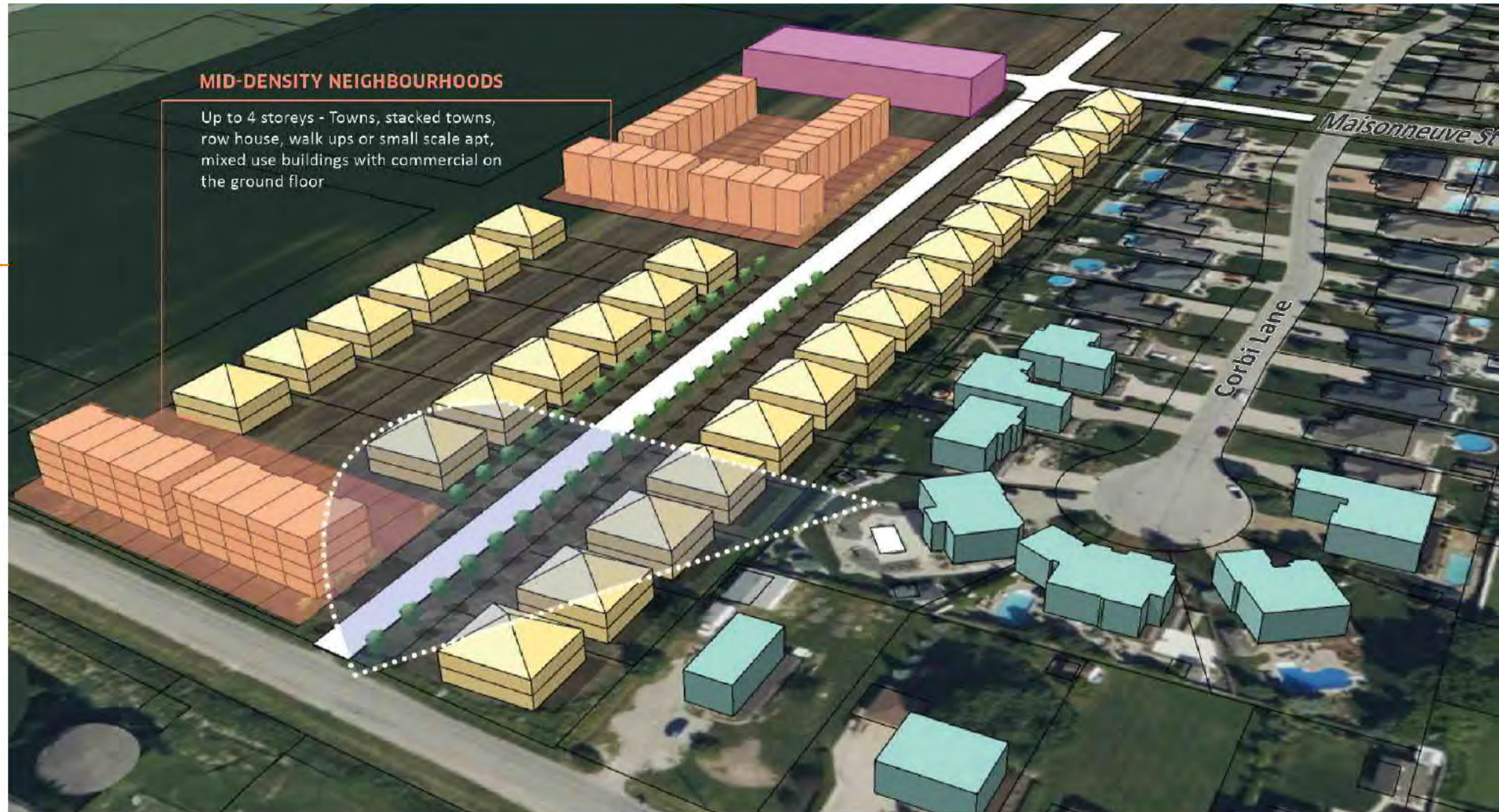
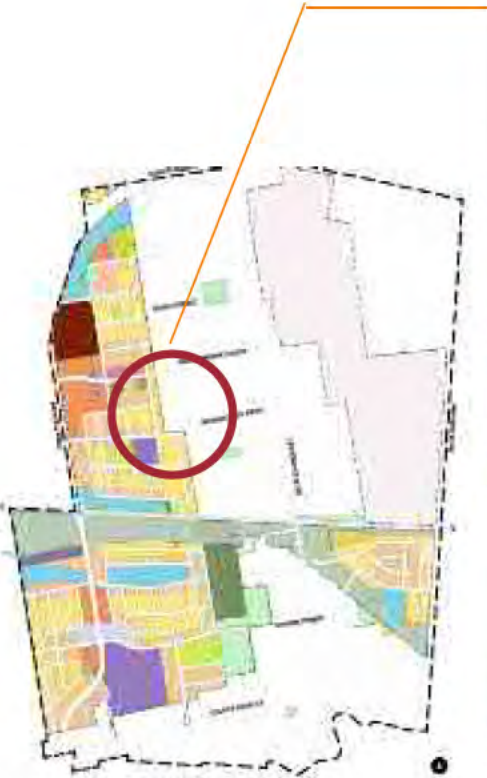


Conceptual Rendering - Potential Future of Shields.

Expand McAuliffe Park Westerly - What we heard



Transition to Existing Neighbourhoods



Transition to Existing Neighbourhoods

View from a 4-storey Mid-Density Residential Building



TWO STOREY LOW DENSITY BACKING ONTO EXISTING RESIDENTIAL
4-STOREY MID-DENSITY THAT IS LOCATED A BLOCK OVER, IS NOT VISIBLE.

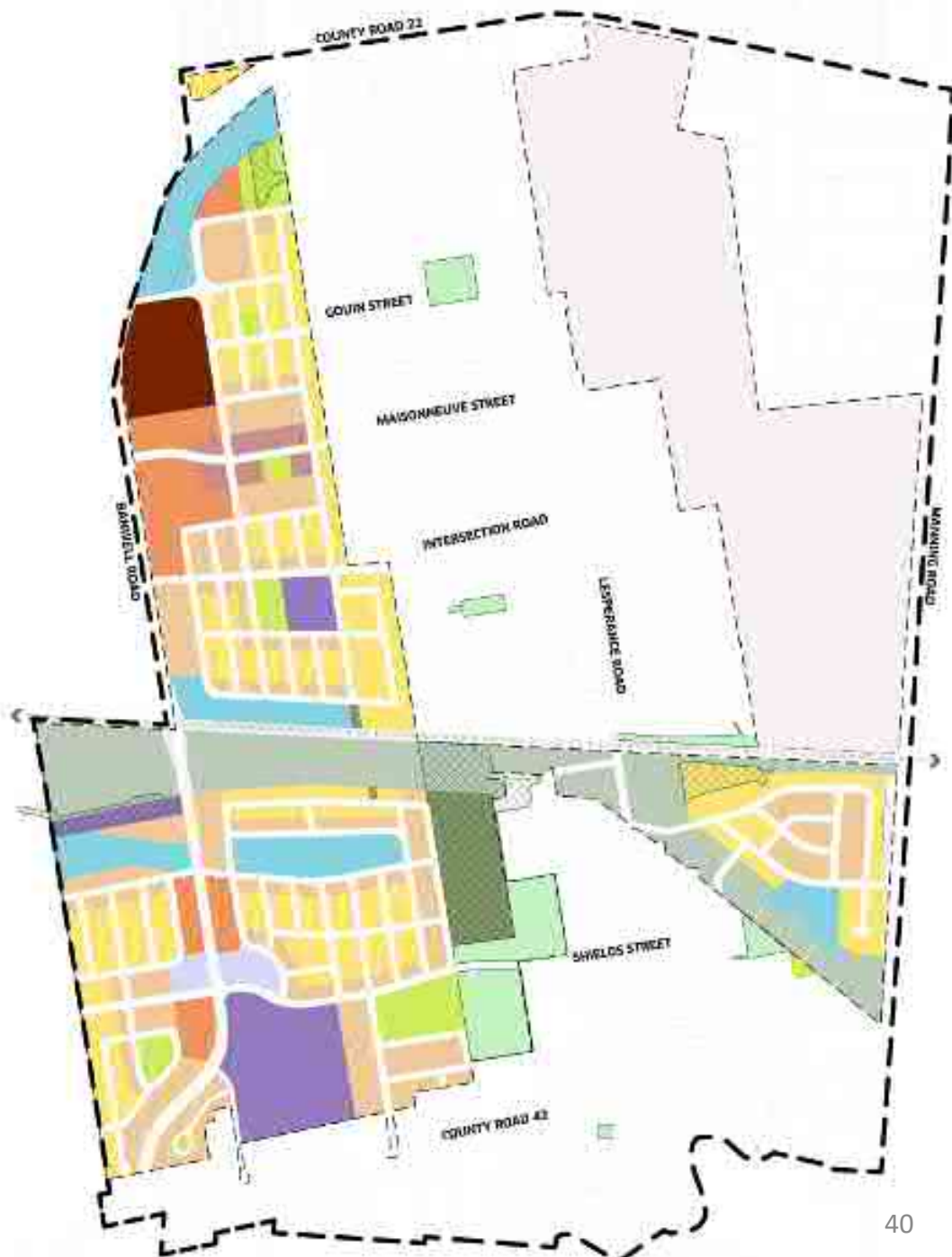


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SINGLE STOREY LOW DENSITY BACKING ONTO EXISTING RESIDENTIAL
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Successful Collaboration



Servicing Considerations

TECUMSEH HAMLET SECONDARY PLAN AREA INFRASTRUCTURE IMPROVEMENTS

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT AND FUNCTIONAL DESIGN

MUNICIPAL SERVICING OVERVIEW

AUGUST 13, 2024



TECUMSEH HAMLET INFRASTRUCTURE IMPROVEMENTS

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT & FUNCTIONAL DESIGN



Transportation

A Transportation Analysis was completed to confirm road network requirements.

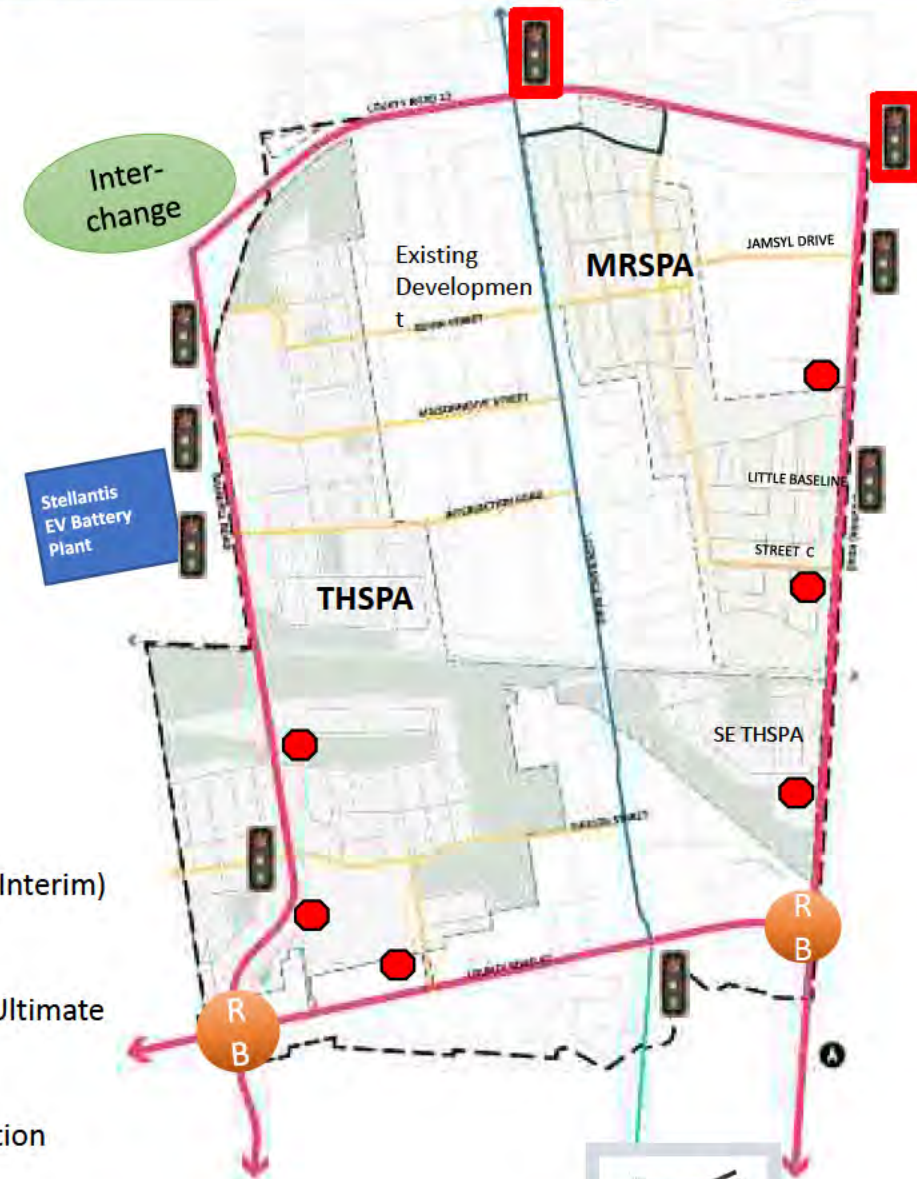
Considerations:

- Full Buildout of growth areas THSPA and MRSPA
- Full buildout of Stellantis EV Battery Plant
- Applied General Traffic Growth (Windsor, Tecumseh and Lakeshore)
- Arterial Road Network Improvements

Arterial networks will support development of the Tecumseh Hamlet (THSPA) and Manning Road (MRPSA) Secondary Plan Areas.

Transportation Network Integration

- Coordinating road design with arterial road network improvements.
- Interconnect to the Lesperance Multi-use Pathway, currently underway.
- Route to new AT facilities along the Arterial road network.



TECUMSEH HAMLET INFRASTRUCTURE IMPROVEMENTS

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT & FUNCTIONAL DESIGN

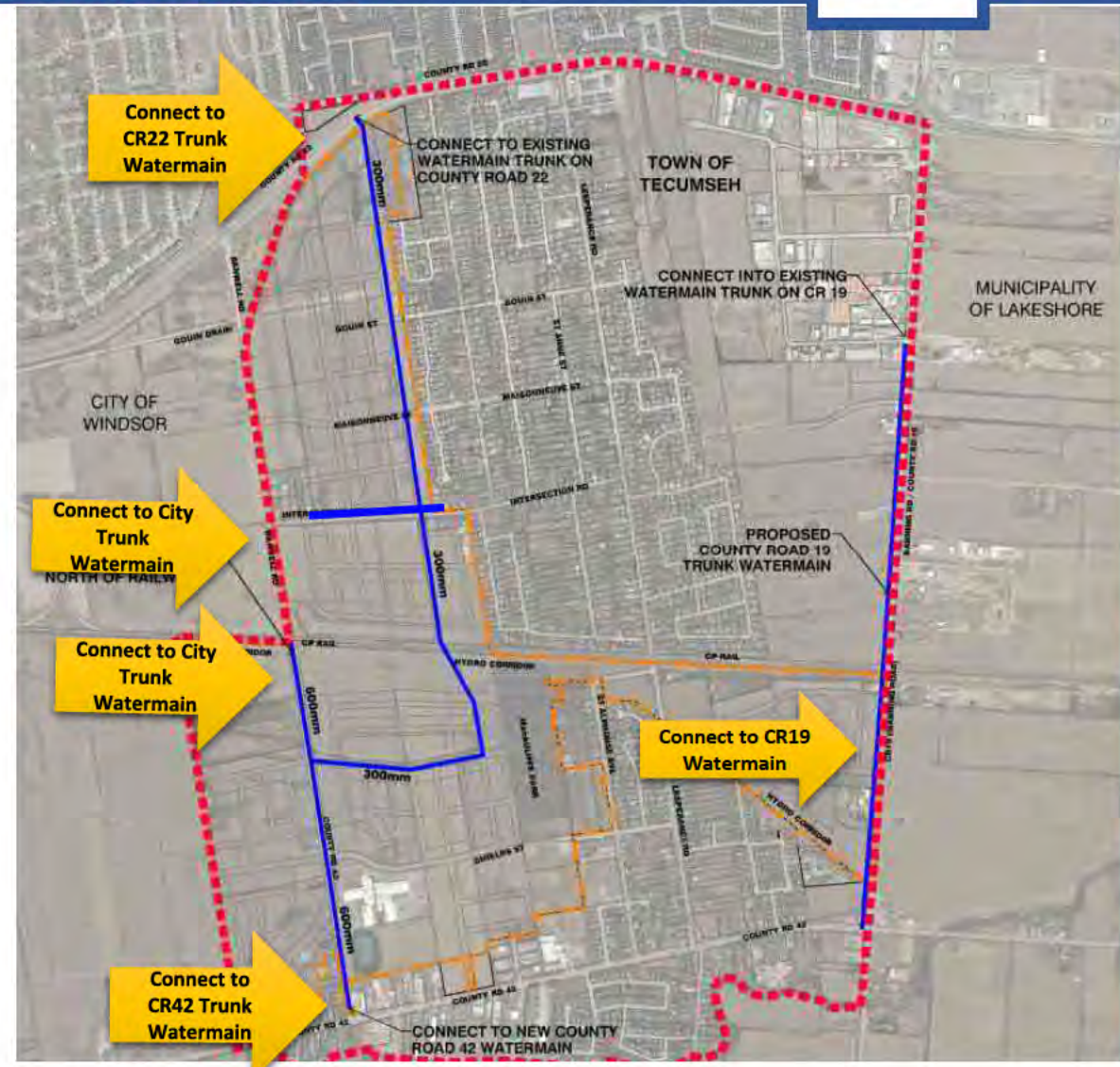


Water Servicing

- ✓ Provide water service for future development area.
- ✓ New interconnection with the City of Windsor's Trunk watermain on County Road 43 and at Intersection Road.
- ✓ Improved water circulation and servicing capabilities for existing and future areas to satisfy the Water and Wastewater Master Plan.

LEGEND

- URBAN AREA BOUNDARY
- TECUMSEH HAMLET STUDY AREA BOUNDARY
- PREFERRED DESIGN CONCEPT



TECUMSEH HAMLET INFRASTRUCTURE IMPROVEMENTS

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT & FUNCTIONAL DESIGN

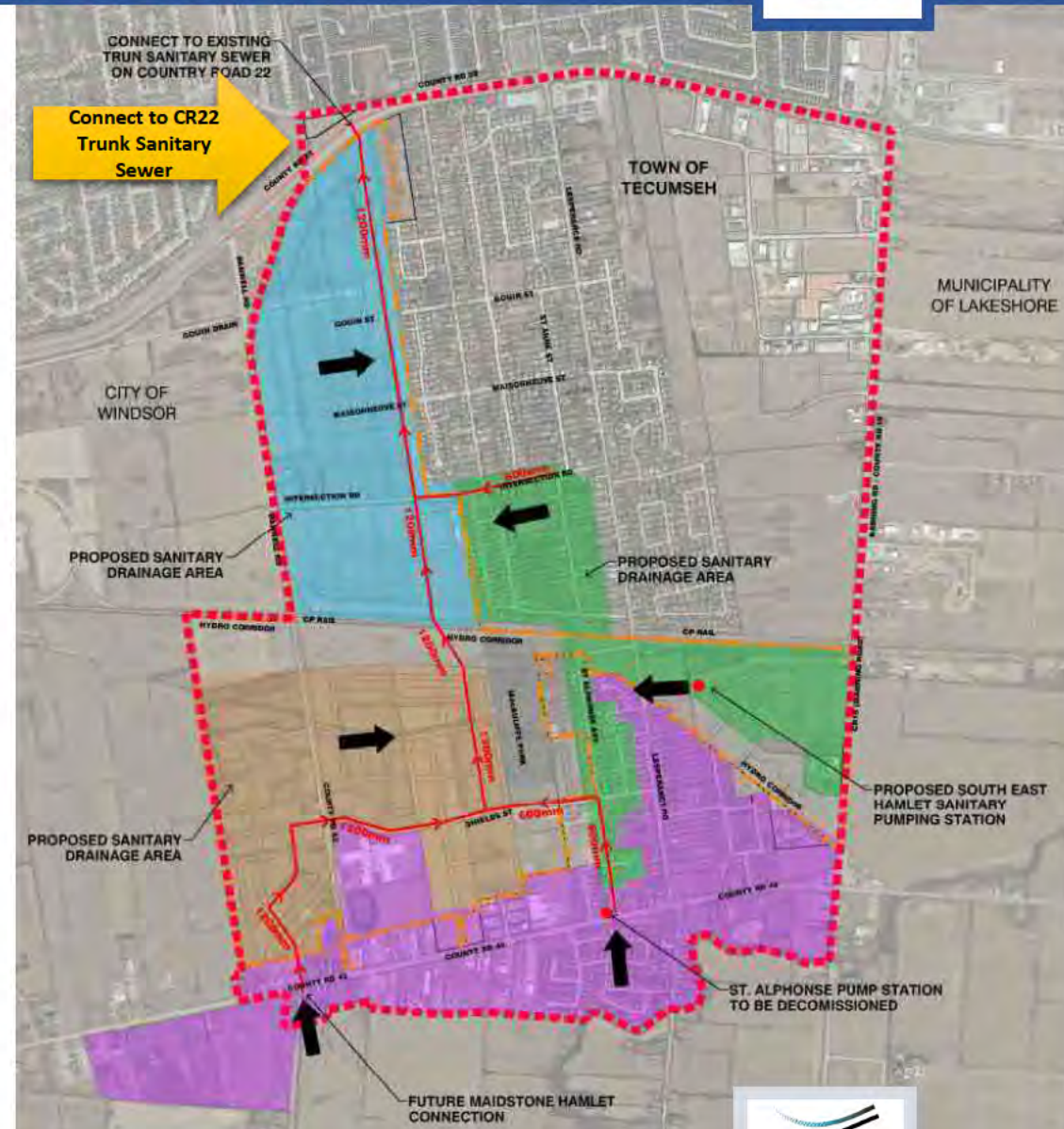


Wastewater Servicing

- ✓ Provide wastewater service for future development area.
- ✓ Redistribute wastewater flows to provide relief for the existing development areas.
- ✓ Part of the Town's strategy to mitigate basement flood risk.
- ✓ Utilize updated design criteria and population densities that considers impacts of wet weather on the system.

LEGEND

- | | |
|---|---|
| ----- URBAN AREA BOUNDARY | INTERSECTION ROAD DIVERSION SEWER SERVICING DRAINAGE AREA |
| ----- TECUMSEH HAMLET STUDY AREA BOUNDARY | NORTH TECUMSEH HAMLET SANITARY SERVICING DRAINAGE AREA |
| ----- PREFERRED SANITARY TRUNK ALIGNMENT | SOUTH TECUMSEH HAMLET SANITARY SERVICING DRAINAGE AREA |
| ----- EXISTING TRUNK SANITARY SEWER | ST. ALPHONSE SANITARY SERVICING DRAINAGE AREA |
| ● SANITARY PUMP STATION | |
| ← SEWAGE FLOW CONTRIBUTION | |



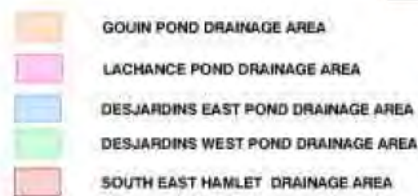
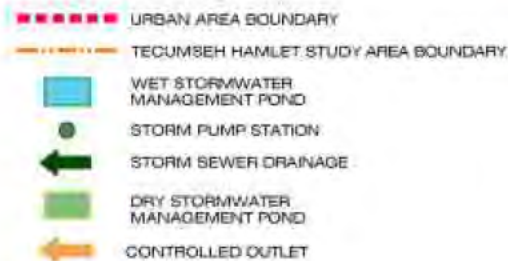
TECUMSEH HAMLET INFRASTRUCTURE IMPROVEMENTS

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT & FUNCTIONAL DESIGN



Stormwater Management

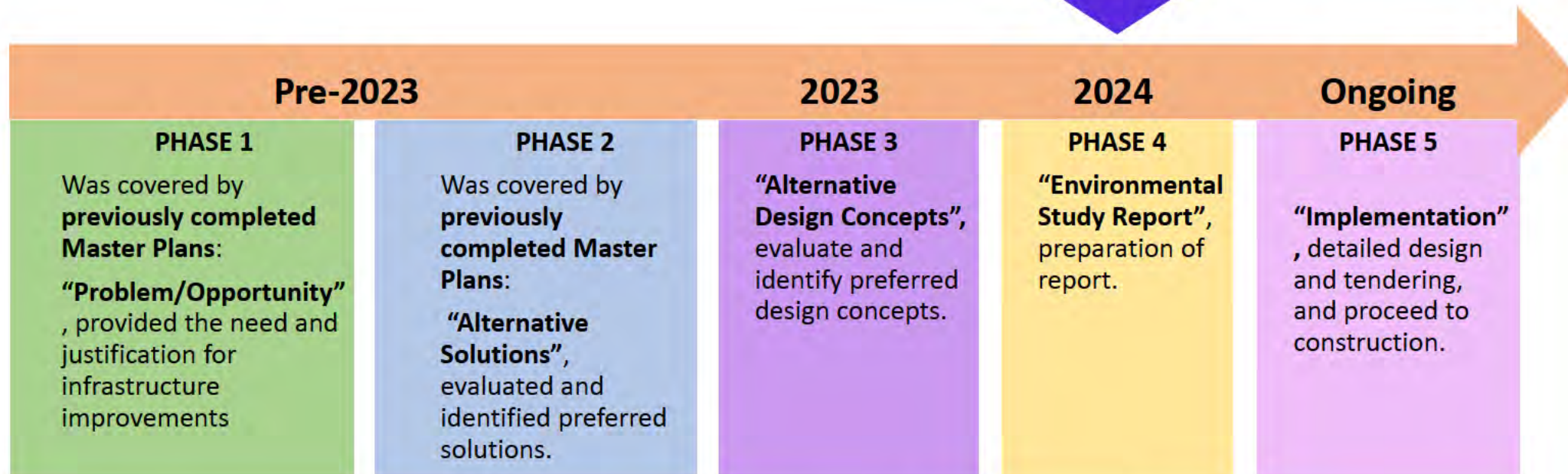
- ✓ Provide quality and quantity control of runoff to protect the upper reaches of the Little River drain and East Townline drain.
- ✓ Require four (4) controlled outlets to existing drains to mitigate downstream impacts.
- ✓ Incorporate flexibility to accommodate Climate Change.
- ✓ Accommodate capacity to improve storm sewer systems upstream along existing residential streets (i.e. Shawnee, Hebert).





Municipal Class EA Process and Next Steps

WE ARE HERE



- Preferred Design Concepts were presented at PIC # 2 in November 2023.
- Environmental Assessment Notice of Completion - Fall 2024

Questions?

Public Council Meeting Agenda

Date: Tuesday, September 24, 2024, 5:30 pm
Location: Tecumseh Town Hall - Council Chambers
917 Lesperance Road
Tecumseh, Ontario N8N 1W9

Pages

A. Roll Call

B. Call to Order

C. Land Acknowledgement

We acknowledge that we are on land and surrounded by water, originally inhabited by Indigenous Peoples who have travelled this area since time immemorial. This territory is within the lands honoured by the Wampum Treaties; agreements between the Anishinaabe, Haudenosaunee, Lenni Lenape and allied Nations to peacefully share and care for the resources around the Great Lakes. Specifically, we would like to acknowledge the presence of the Three Fires Confederacy Ojibwe, Odawa, Potawatomi and Huron/Wendat Peoples. We are dedicated to honouring Indigenous history and culture while remaining committed to moving forward respectfully with all First Nations, Inuit and Métis.

D. Disclosure of Pecuniary Interest

E. Introduction and Purpose of Meeting

The purpose of the meeting is to hear public comment on the proposed Official Plan amendment required to incorporate the Tecumseh Hamlet Secondary Plan (THSP) into the Tecumseh Official Plan.

F. Delegations

1. Tecumseh Hamlet Secondary Plan

4 - 51

Re: Laura Herlehy and Brent Hooton, Associates, Dillon Consulting Limited; and Dorsa Jalalian, Associate, Senior Urban Designer, DIALOG

2.	[REDACTED]	52 - 53
	Re: Tecumseh Hamlet Secondary Plan	
3.	[REDACTED]	54 - 54
	Re: Tecumseh Hamlet Secondary Plan	
4.	[REDACTED]	
	Re: Tecumseh Hamlet Secondary Plan	
5.	[REDACTED]	
	Re: Tecumseh Hamlet Secondary Plan	
6.	[REDACTED]	
	Re: Tecumseh Hamlet Secondary Plan	
7.	[REDACTED]	
	Re: Tecumseh Hamlet Secondary Plan	
8.	[REDACTED]	
	Tecumseh Hamlet Secondary Plan	
9.	[REDACTED]	
	Re: Tecumseh Hamlet Secondary Plan	
10.	[REDACTED]	55 - 63
	Re: Tecumseh Hamlet Secondary Plan	

G. Communications

1.	Public Notice dated August 29, 2024	64 - 65
2.	Jiajing Chen, Canacre Ltd on behalf of Infrastructure Ontario and Hydro One Networks Inc., dated September 17, 2024	66 - 69
	Re: Tecumseh Hamlet Secondary Plan Review	
3.	Greater Essex County District School Board and Windsor Essex Catholic District School Board dated September 19, 2024	70 - 74
	Re: School Board Comments - Tecumseh Hamlet Secondary Plan Area	
4.	[REDACTED] dated September 19, 2024	75 - 81
	Re: Tecumseh Hamlet Secondary Plan	
5.	City of Windsor dated September 19, 2024	82 - 83
	Re: Tecumseh Hamlet Secondary Plan	

6. [REDACTED] dated September 23, 2024

84 - 86

Re: Tecumseh Hamlet Secondary Plan

Recommendation

Moved by _____

Seconded by _____

That Communications - For Information 1 through 6 as listed on the Tuesday, September 24, 2024 Public Council Meeting Agenda, **be received.**

H. Report

1. DS-2024-24 Tecumseh Hamlet Secondary Plan, Presentation of Draft Document and Scheduling of Public Meeting

87 - 200

Recommendation

Moved by _____

Seconded by _____

That Report DS-2024-24 Tecumseh Hamlet Secondary Plan, Presentation of Draft Document and Scheduling of Public Meeting **be received.**

I. Adjournment

Recommendation

Moved by _____

Seconded by _____

That there being no further business, the Tuesday, September 24, 2024 meeting of the Public Council Meeting **be adjourned** at pm.

Tecumseh Hamlet Secondary Plan

Agenda:

5:30 p.m.	Introduction and Process Overview (Town)
5:35 p.m.	Hamlet Secondary Plan: Plan Highlights (DIALOG)
6:00 p.m.	Servicing + Transportation Update (Dillon)
6:10 p.m.	Questions
6:55 p.m.	Closing + Next Steps (Town)

Project Team:



DIALOG[™]



Town of Tecumseh

Led by Development Services and Public Works & Engineering Services

DIALOG

Urban Planning, Urban Design and Engagement

Dillon

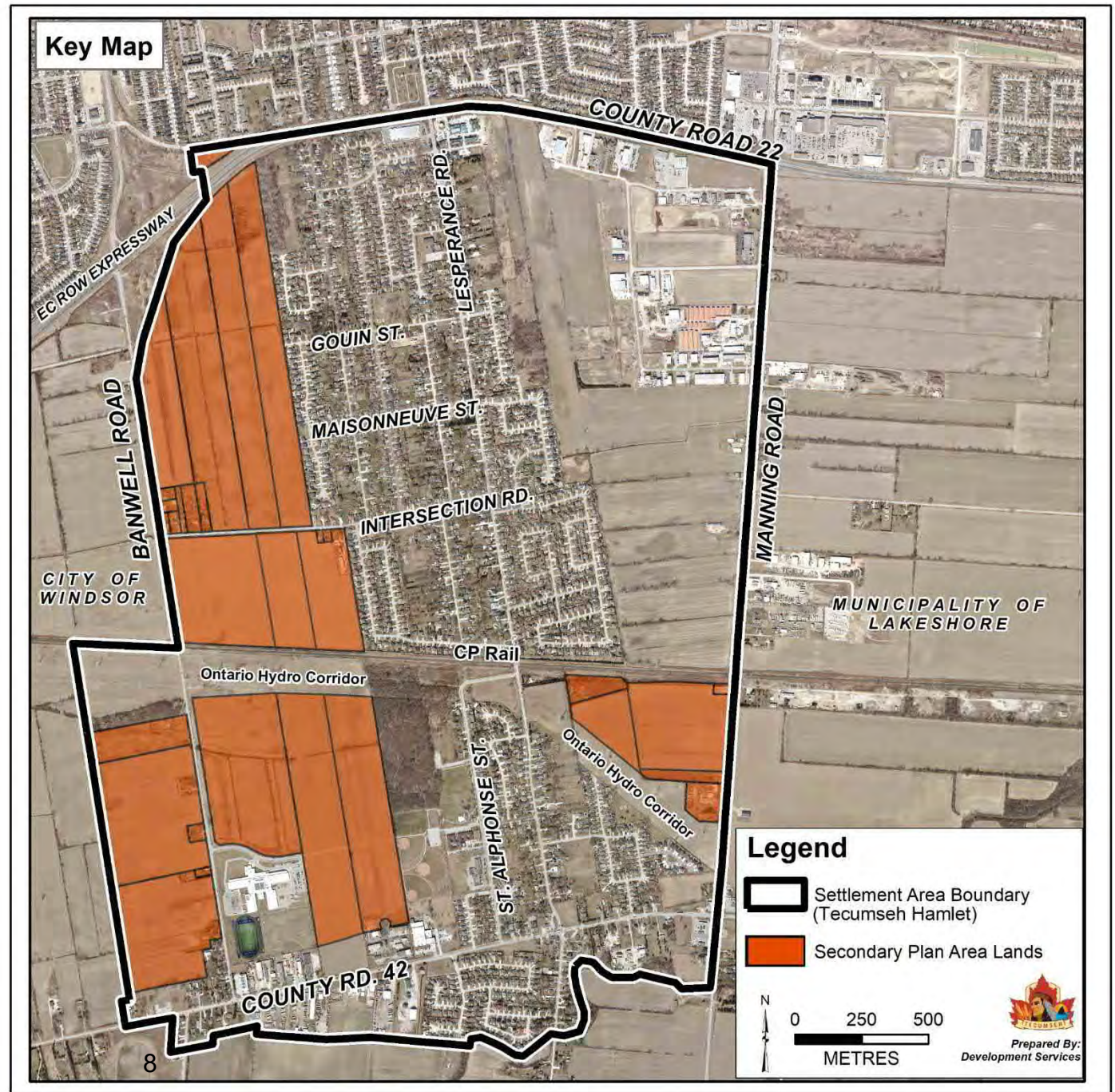
Servicing and Transportation

Process Overview

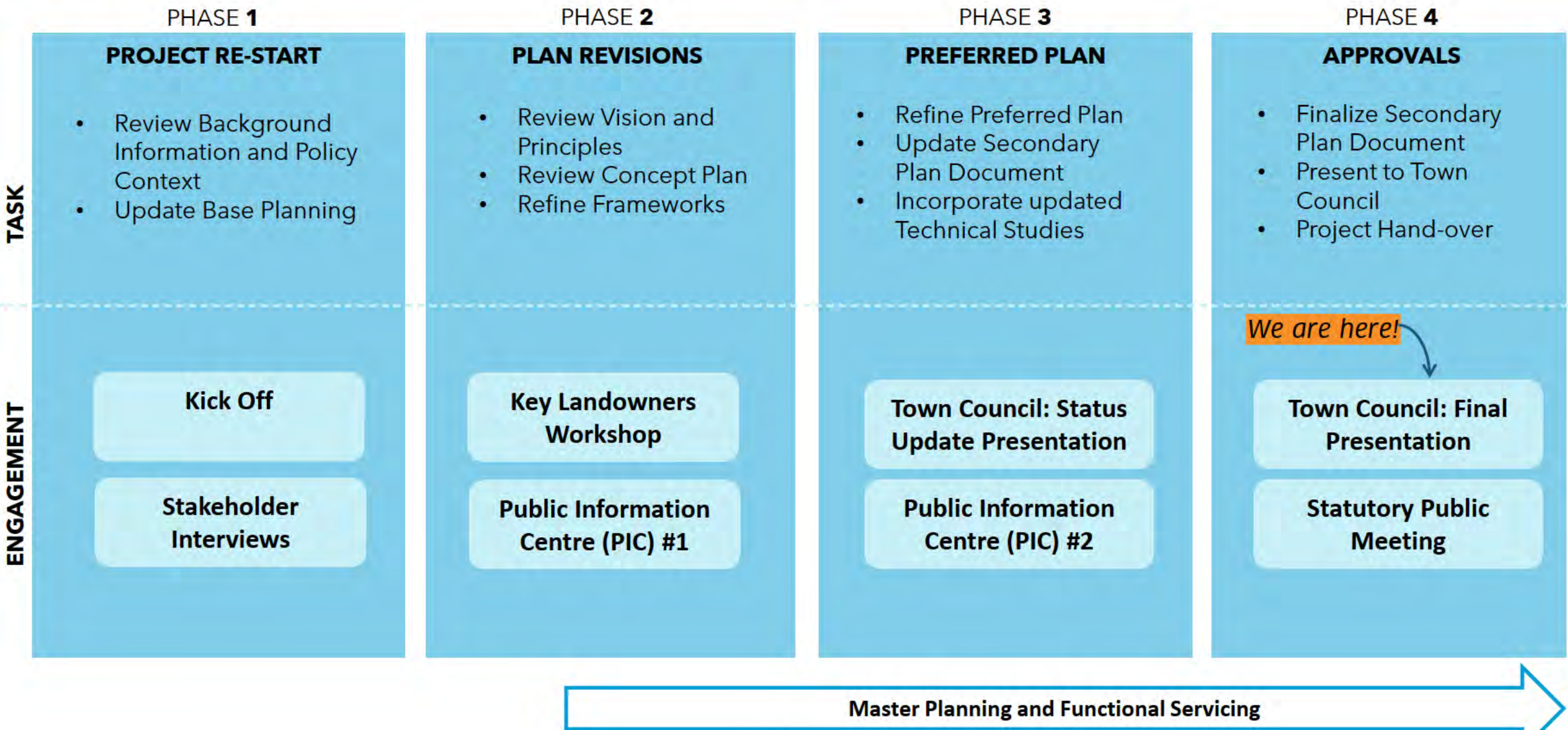


Study Area

The scope of work includes preparing a Secondary Plan for the Tecumseh Hamlet. The Secondary Plan Area is a composite of **primarily large undeveloped lands** (see Key Map) that are currently farmed. In addition, there are a number of natural heritage landscapes and existing homes. The scope of work will consider the **broader Settlement Area** (see Key Map) to carefully integrate key municipal infrastructure elements between the Secondary Plan Area Lands and existing built-up areas of the Hamlet.



Scope of Work: Where We Are in the Process



Engagement Summary

Oct 2022

- Stakeholder **Interviews** with Key Landowners

Oct 2022

- **Key Landowners** Workshop

Dec 2022

- Project Re-initiation **Open House**

Dec 2022

- Meeting with Greater Essex County **School Board**

Apr 2023

- Public Information Centre (**PIC #1**)

July 2023 &
Sep 2023

- Workshop with **McAuliffe Park Sports Group**

Nov 2023

- Public information Centre (**PIC#2**)

Jan-July
2024

- Meetings with **COTTFN**, **City** of Windsor, Essex **County**, **ERCA**, Property Owners, Community Members



Plan Highlights

Design Vision:

a **complete community** characterized by interesting and **walkable** places to live, work, play, shop locally and enjoy **nature**. The Vision reflects an appropriate level of residential and commercial intensification, **mix of uses**, and connectivity to support a more **sustainable, vibrant, and self-sufficient community**.



Guiding Principles:

1



Create a vibrant, complete, mixed-use community

2



Create a unique identity and quality of place

3



Provide opportunities for all to live in the Hamlet

4



Create lively and viable commercial nodes

5



Create walkable neighbourhoods

6



Provide high quality open spaces

7



Protect and enhance heritage resources

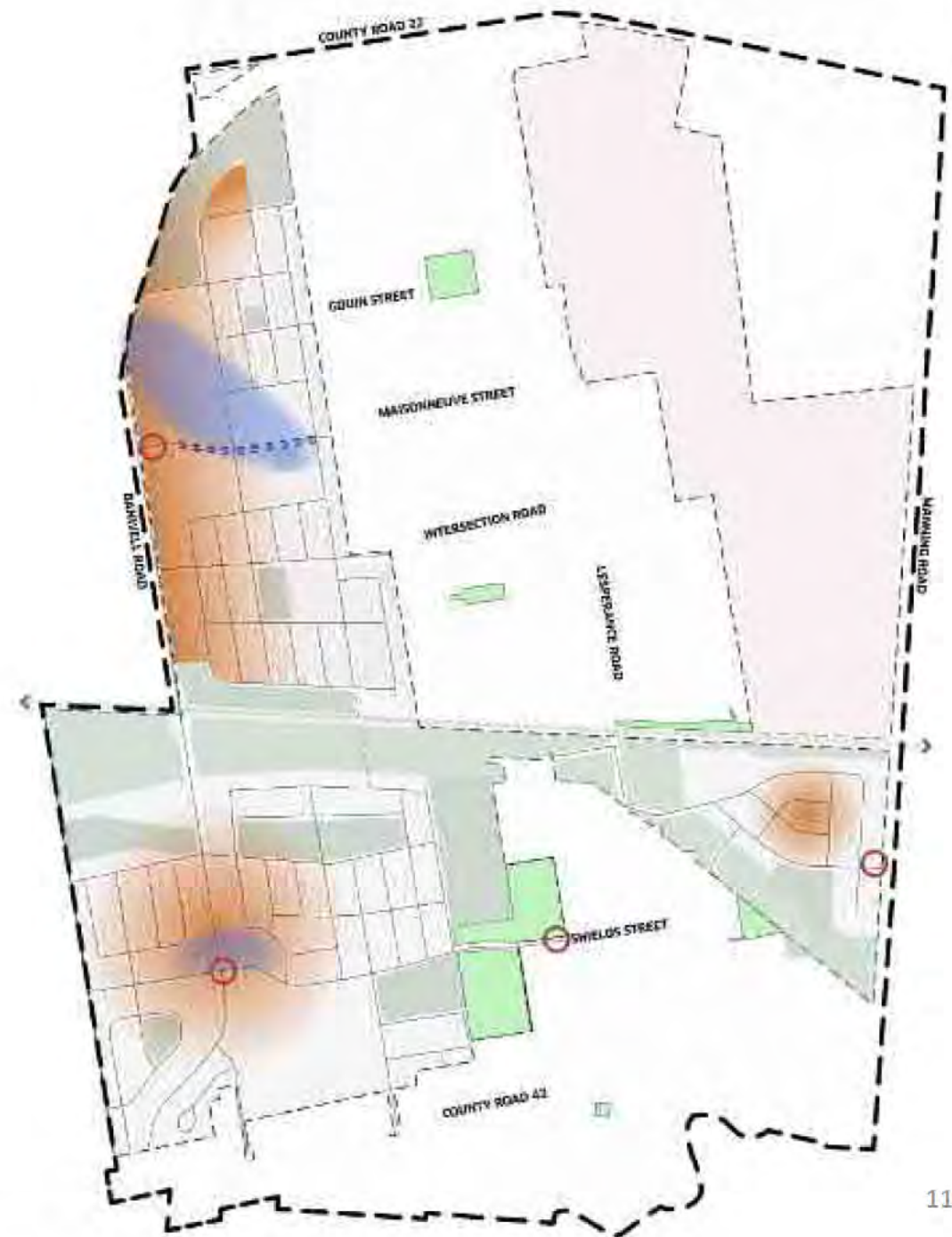
8



Create a supportive transportation network

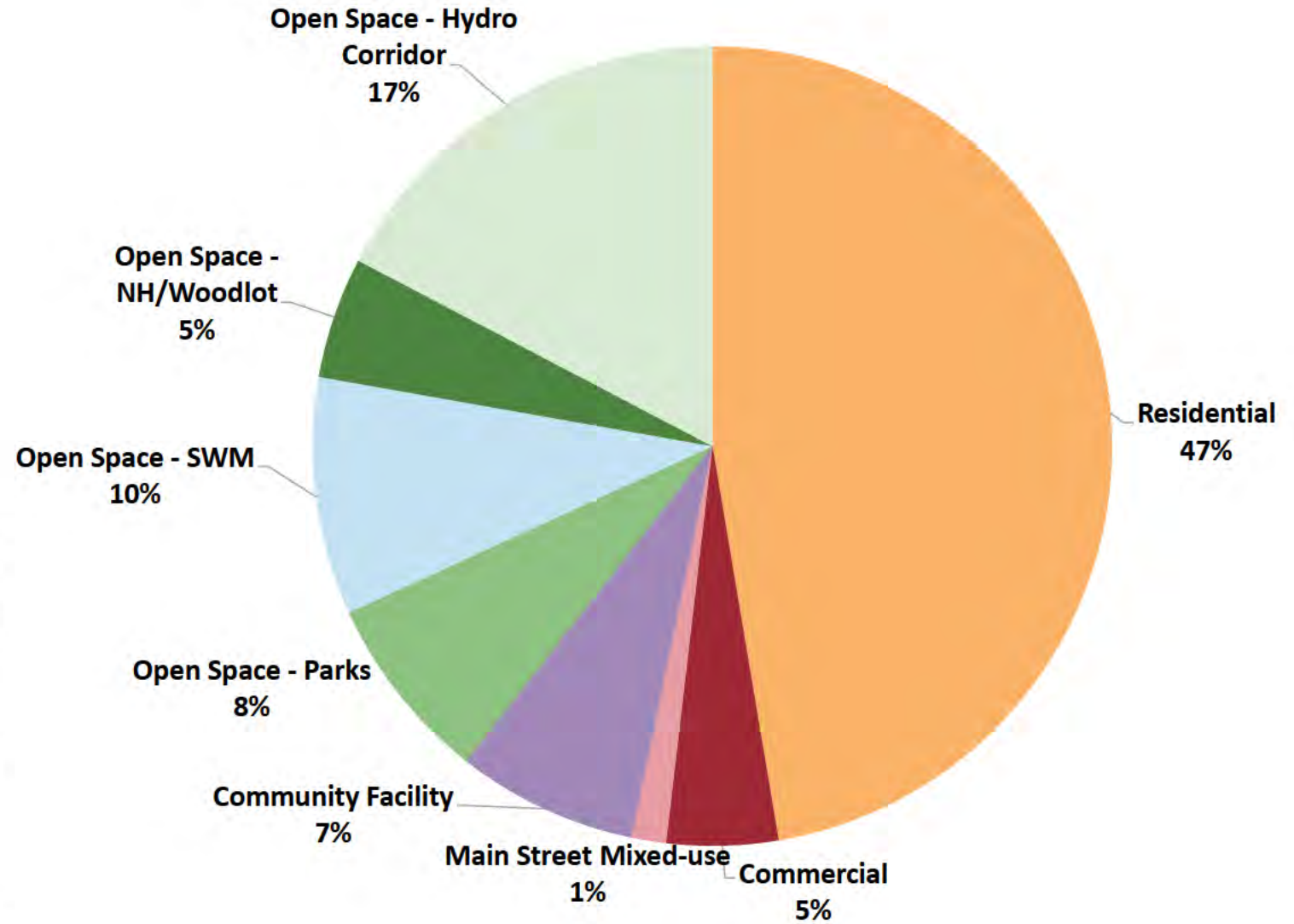
Structure Map

(Big Moves)



Statistics:

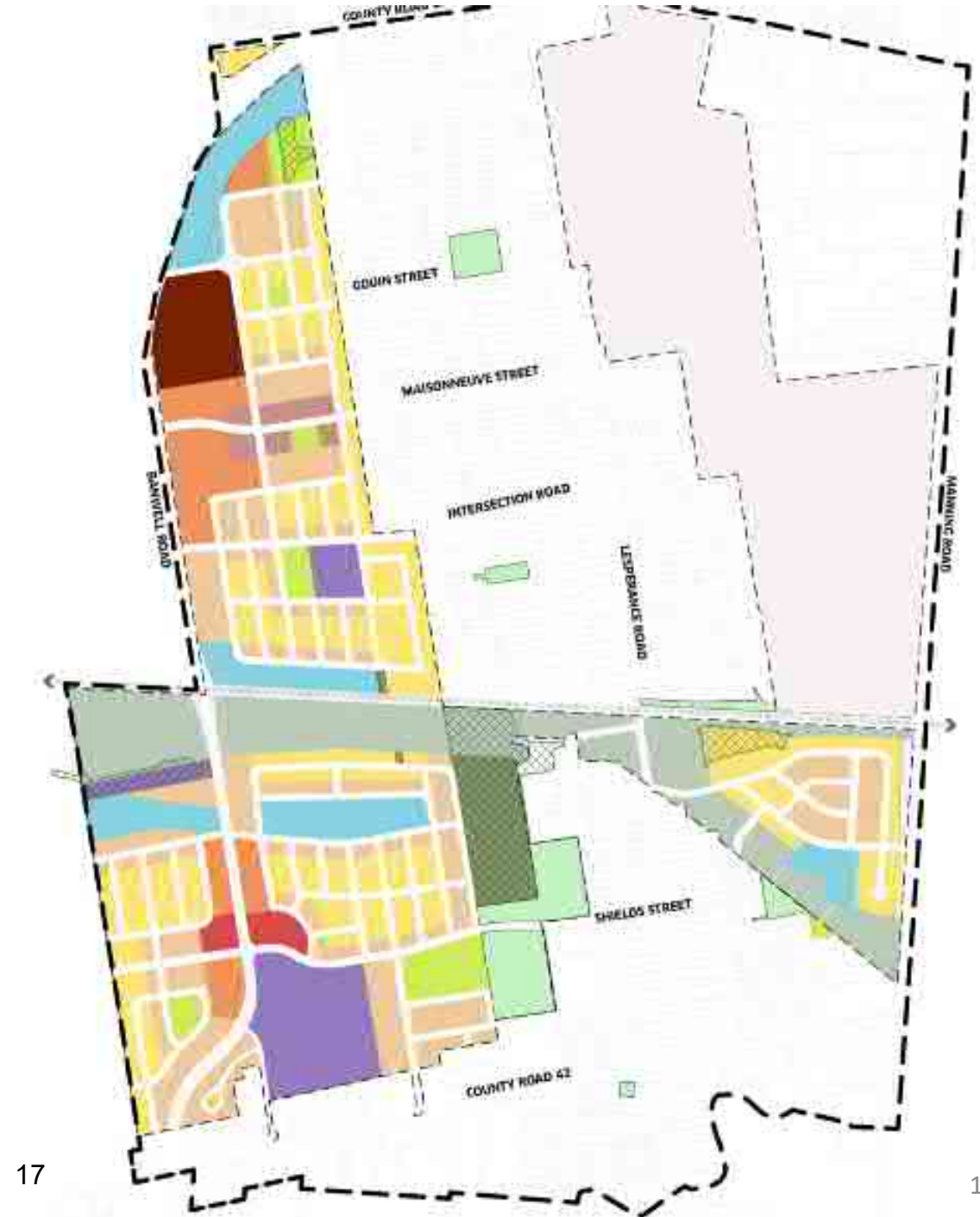
~4,300 units
~8,800 people
~40% open space



Land Use Plan

Land Use Plan

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Anchor Commercial
- Main Street Commercial
- Neighbourhood Commercial
- Community Facility
- Hydro Corridor
- Recreational
- Stormwater Management Ponds
- Natural Environment
- Natural Environmental Overlay
- Major Infrastructure Corridor



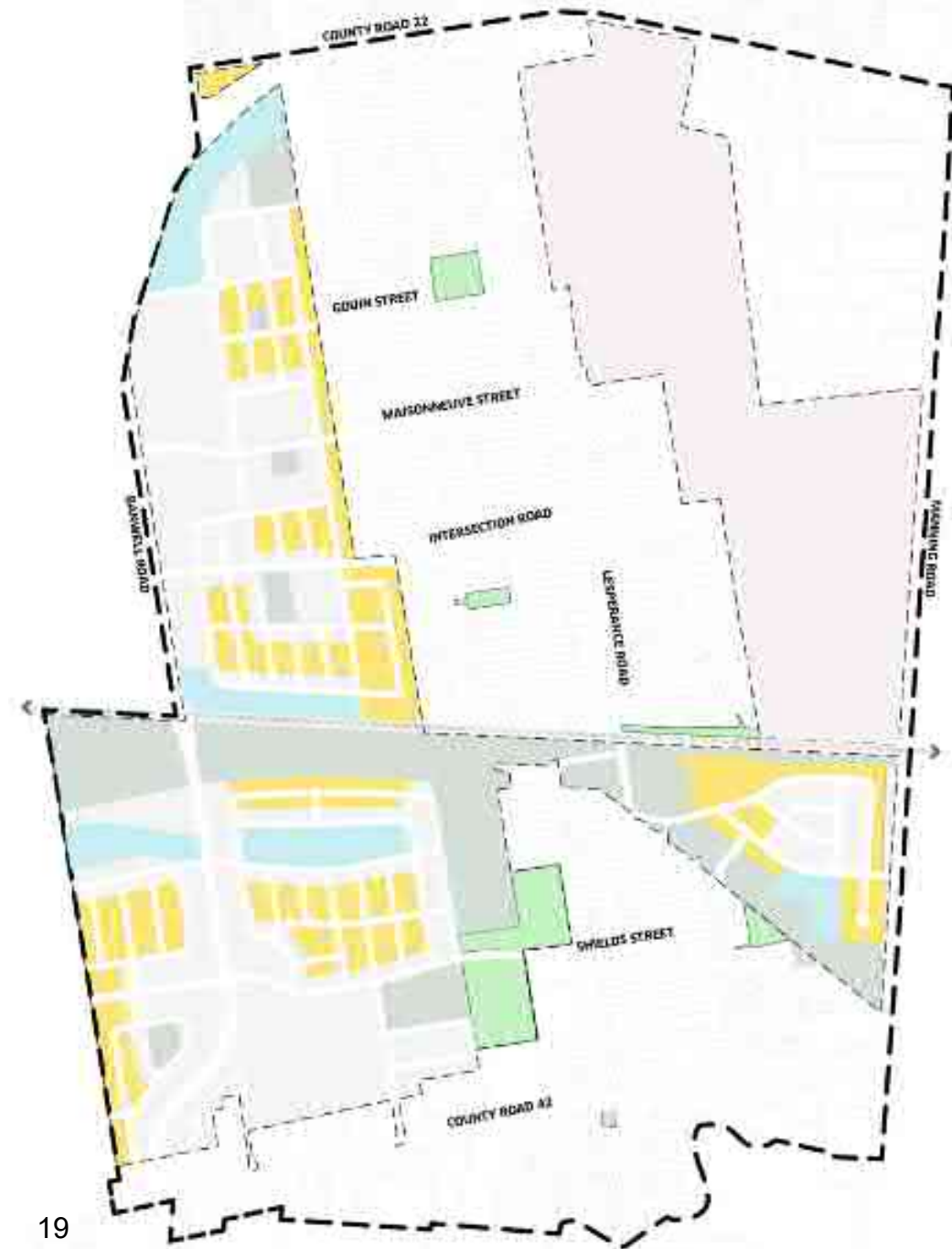


Low Density Residential

Low Density Residential

Permissions:

- Up to 2 - 2.5 storeys
- Singles and Semis, Duplex Buildings
- Permitted density up to 20 units/ha



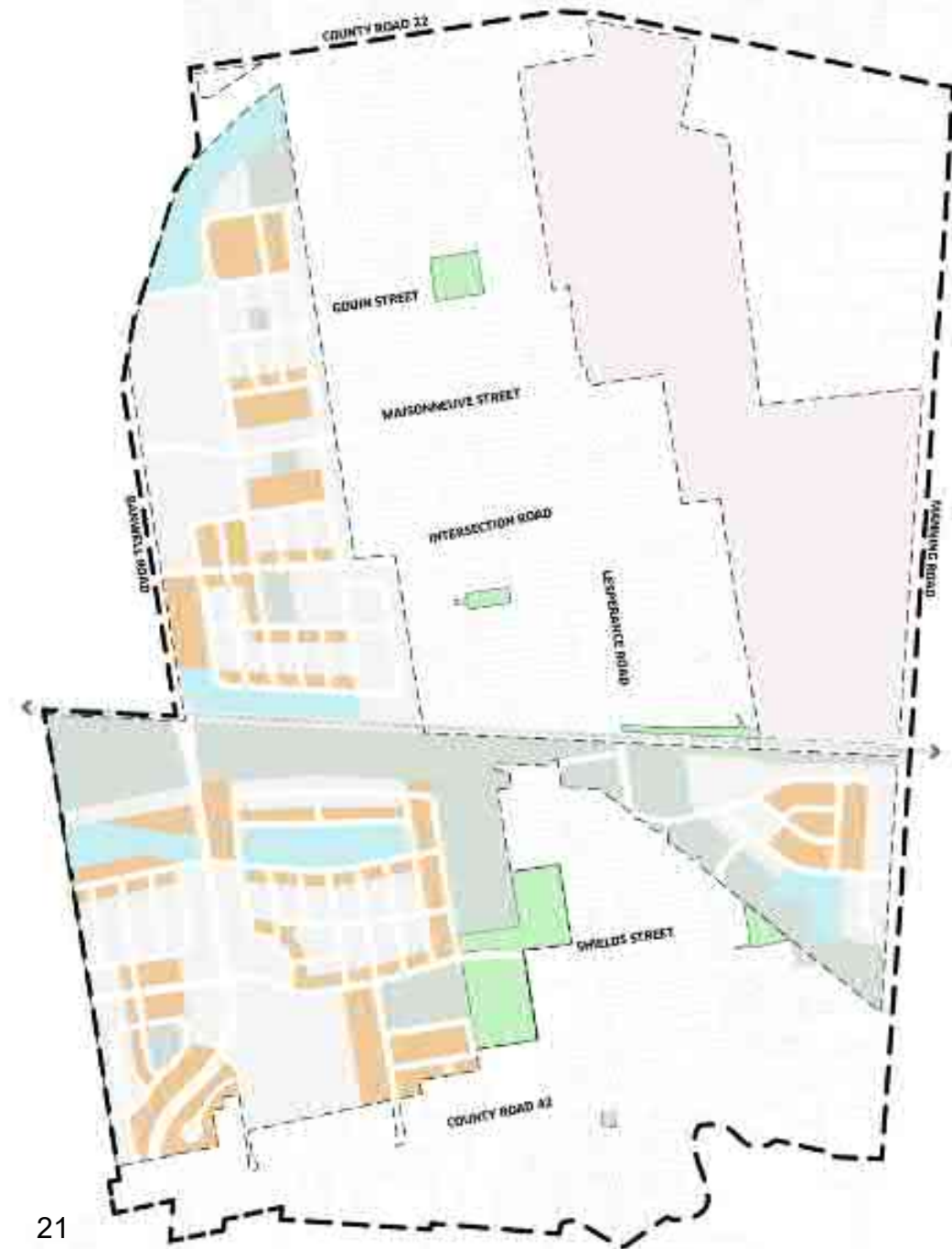


Medium Density Residential

Medium Density Residential

Permissions:

- Up to 4 storeys
- Towns, Stacked Towns, Row House, Walk Ups or Small-Scale Apartments
- Permitted density of 20-50 units/ha





High Density Residential

High Density Residential

Permissions:

- Up to 6 storeys
- Apartments, Nursing Homes, Rest Homes and Retirement Home
- Permitted density of Over 50 units/ha



A photograph of a city street scene. In the foreground, there is a sidewalk cafe with several tables and chairs. A large white SUV is parked on the street. In the background, there are multi-story buildings with balconies and trees. The text "Mixed Use Main Street" is overlaid in the center.

Mixed Use Main Street

Mixed Use-Main Street

Permissions:

- 3 storey mixed-use (retail at grade /residential above)





A photograph of a Safeway grocery store building. The building is a two-story structure with a brick facade and large glass windows. The Safeway logo is prominently displayed on the upper part of the building. In front of the store, there is a paved area with some outdoor displays, including a small garden stand with plants and a sign that reads "Healthier Schools". The sky is clear and blue.

Anchor/Neighbourhood Commercial

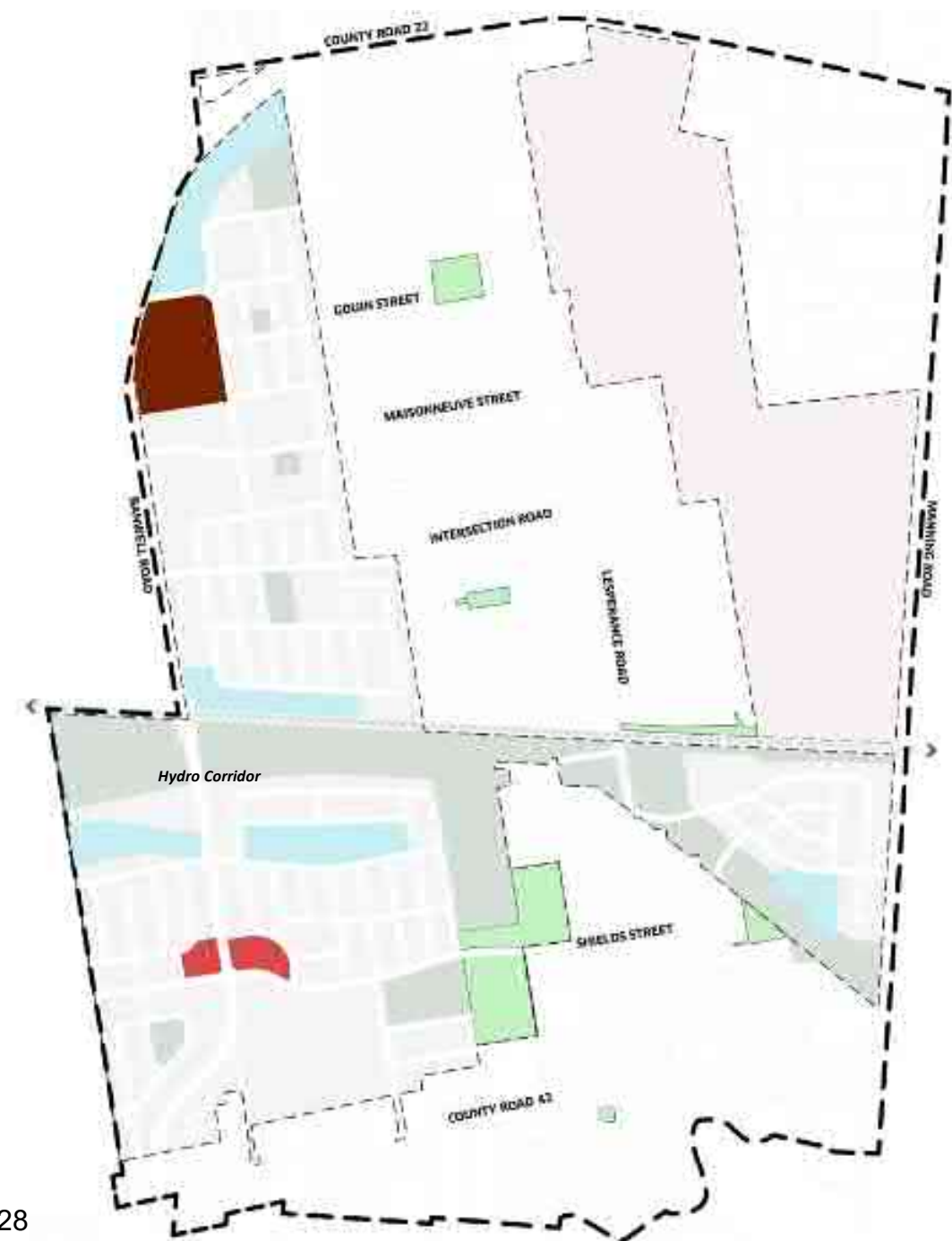
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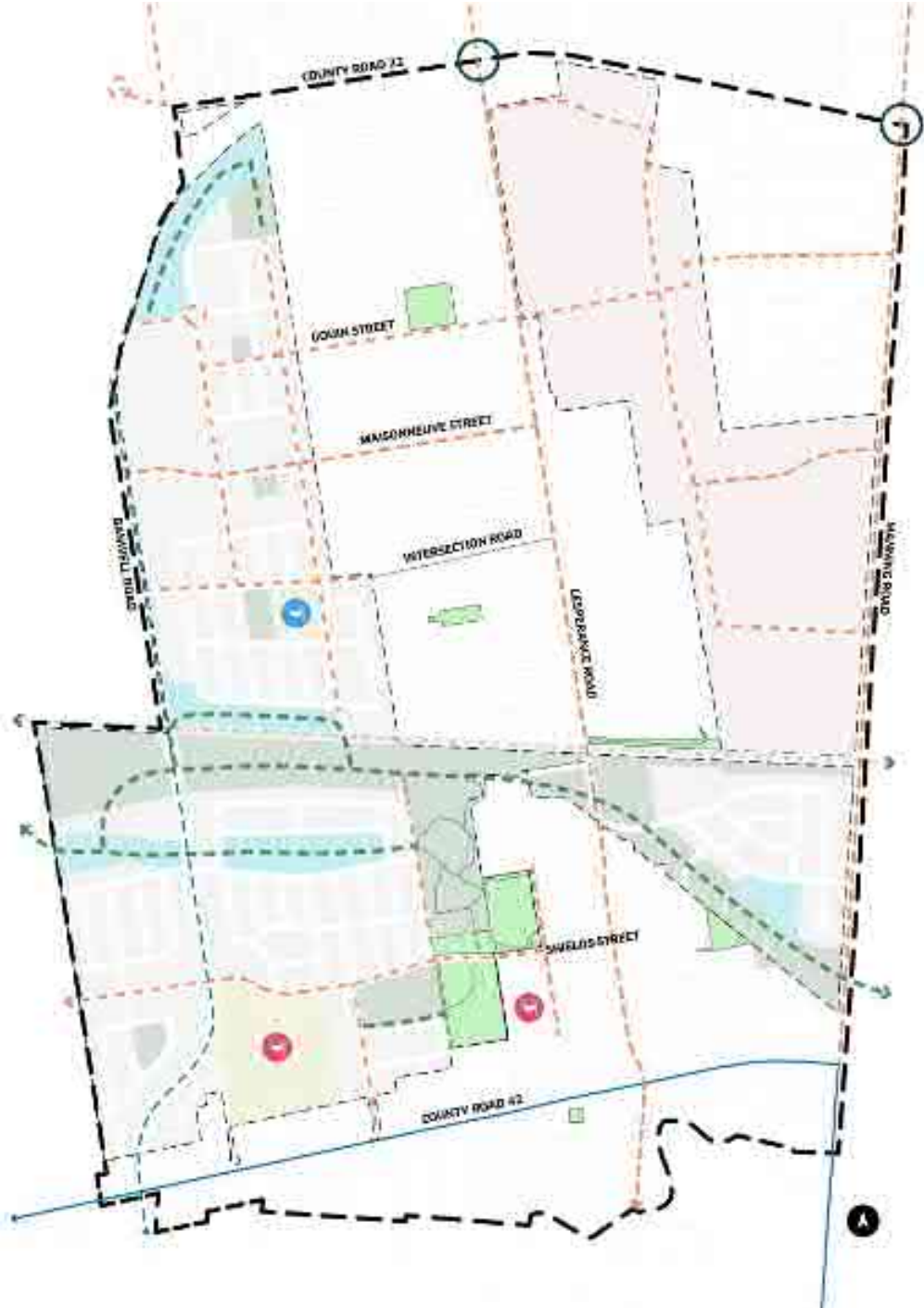
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- Existing trails
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- - - CWATS On-Road Routes
- CWATS Off-Road Routes



Transit











Exploring opportunities to expand the planned transit network to serve the Hamlet.

- Long-term Routes
- - - Potential Future Expansion



Open Space Framework

Open Space Framework

-  **Open Space:** Proposed Public Park
-  **Open Space:** Existing Public Park
-  **Open Space:** Stormwater Management Pond
-  **Open Space:** Natural Features/Woodlot
-  **Open Space:** Hydro Corridor
-  Proposed Trail
-  Existing and Planned Trail
-  Green Streets
-  Existing School
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Engagement Outcome

(what we heard)

Shields Extension - Looking Southwest



Shields Extension - Looking Southwest



Existing

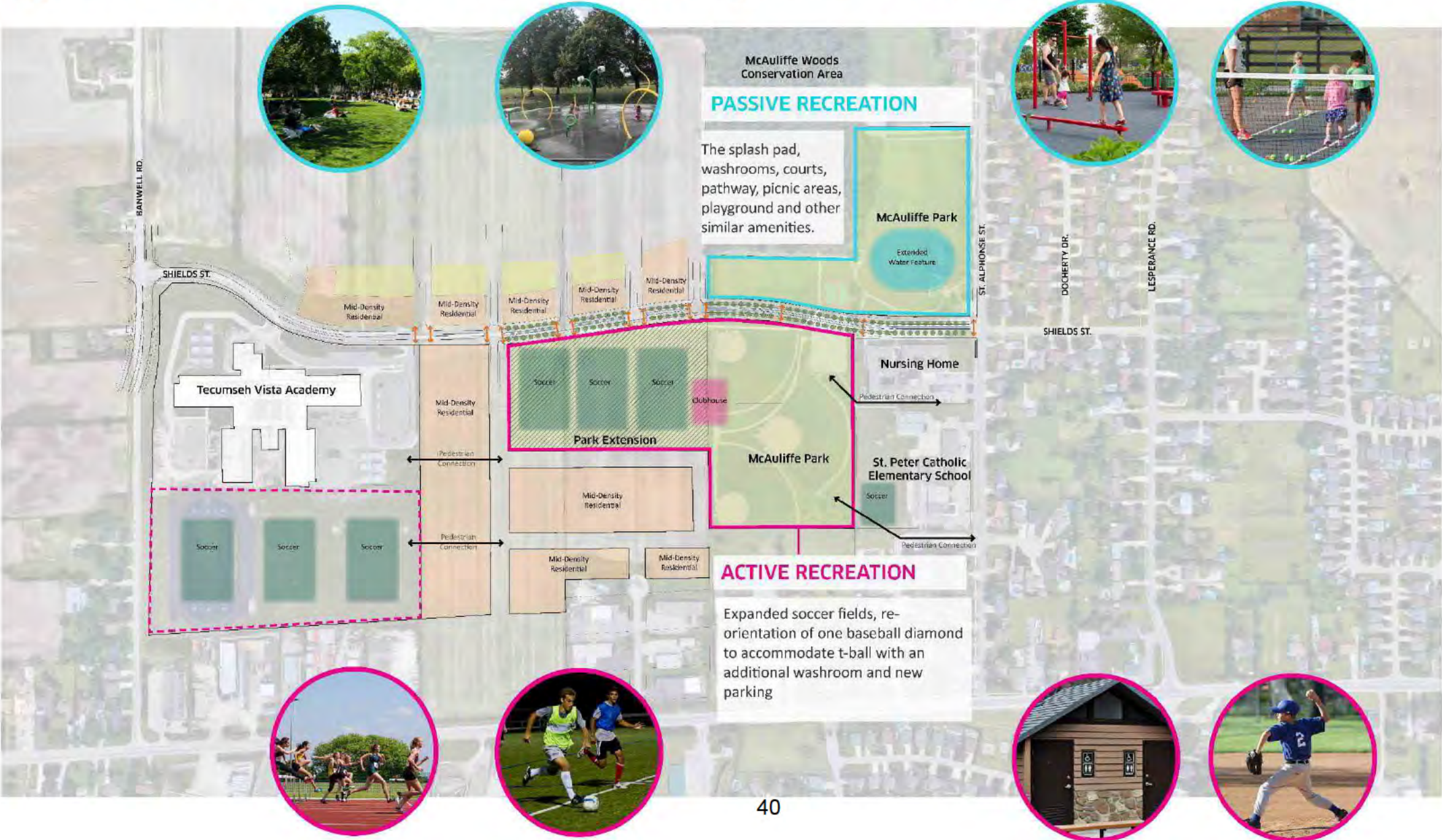


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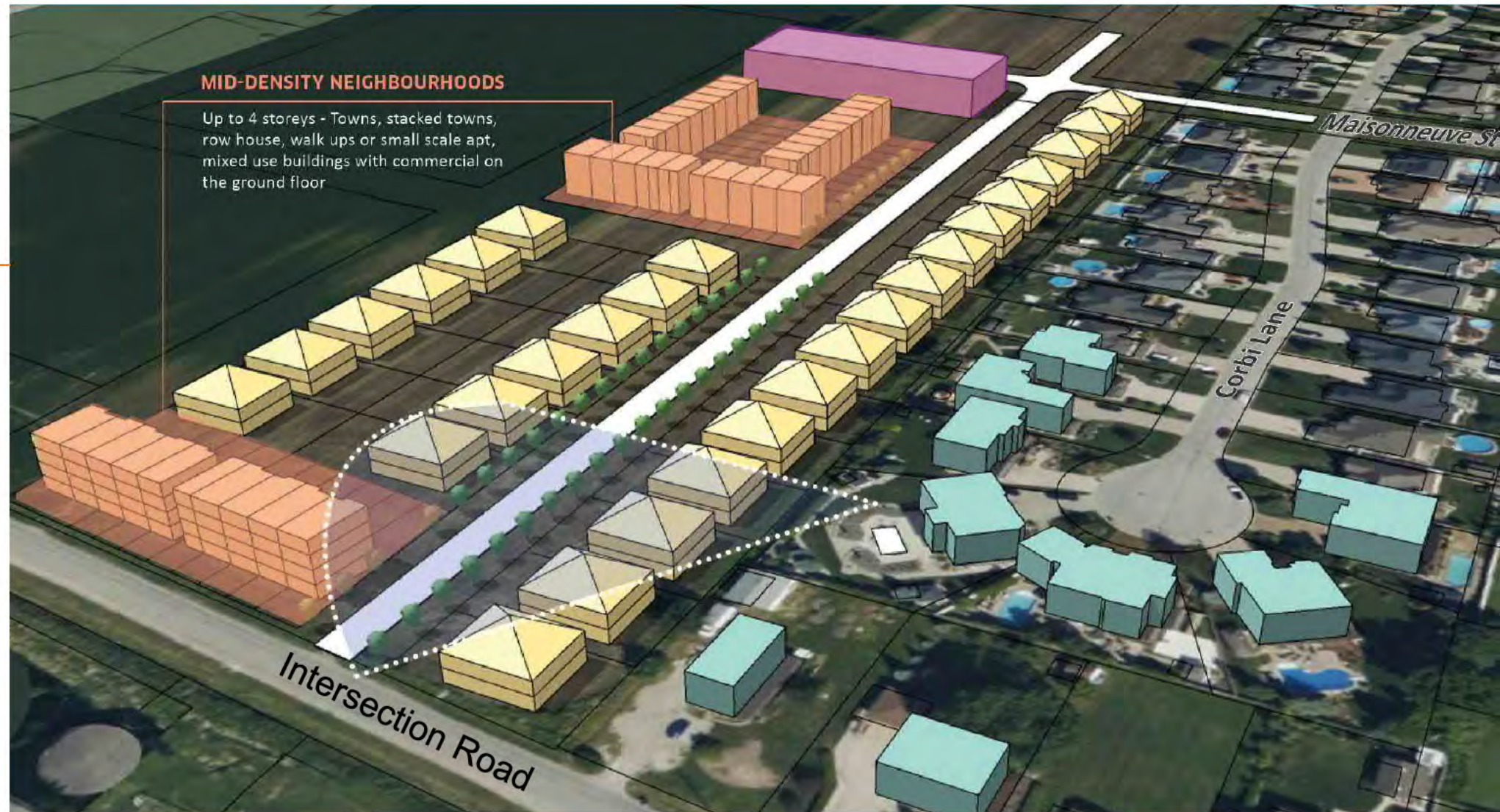


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Expand McAuliffe Park Westerly - What we heard



Transition to Existing Neighbourhoods



Transition to Existing Neighbourhoods

View from a 4-storey Mid-Density Residential Building



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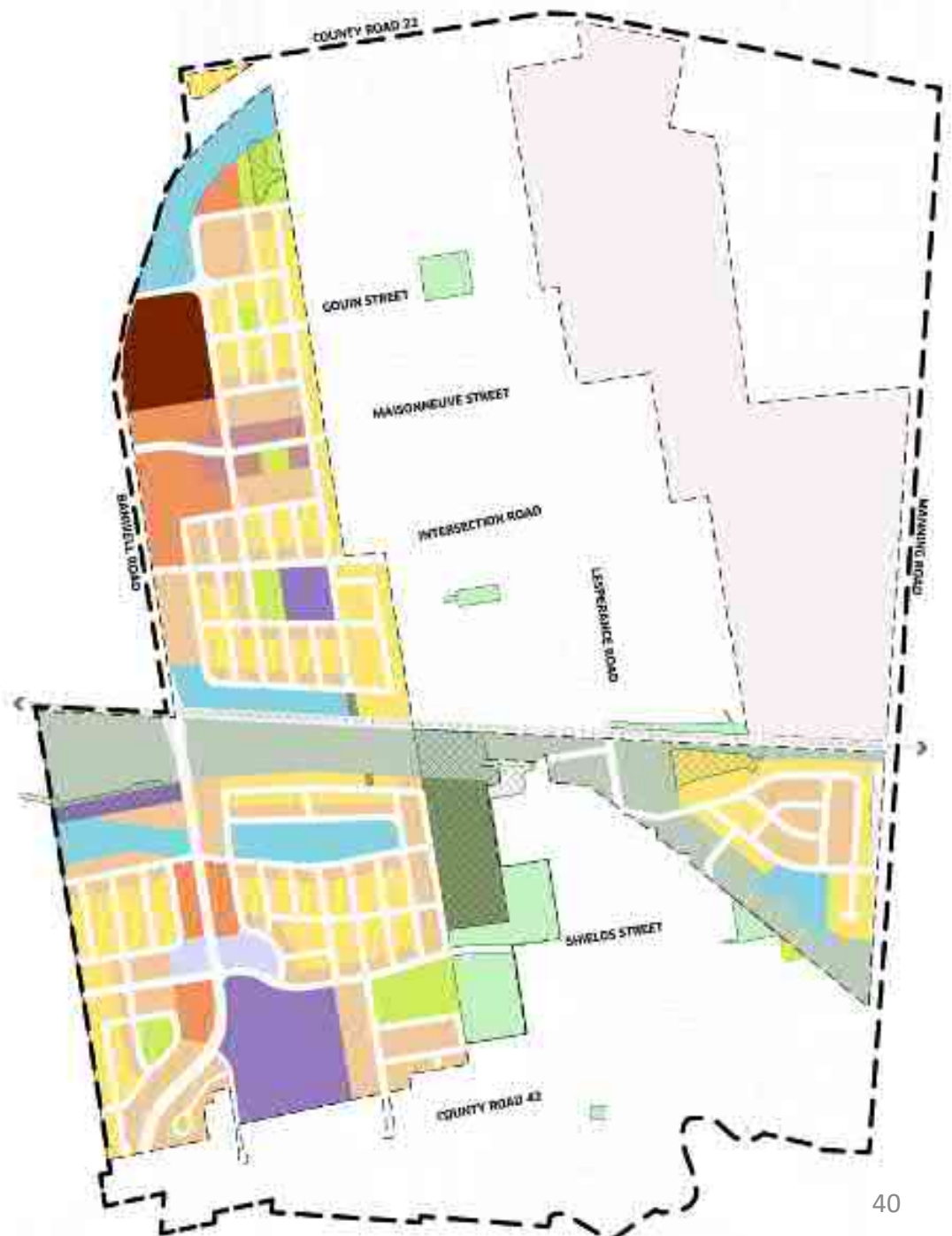


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Successful Collaboration



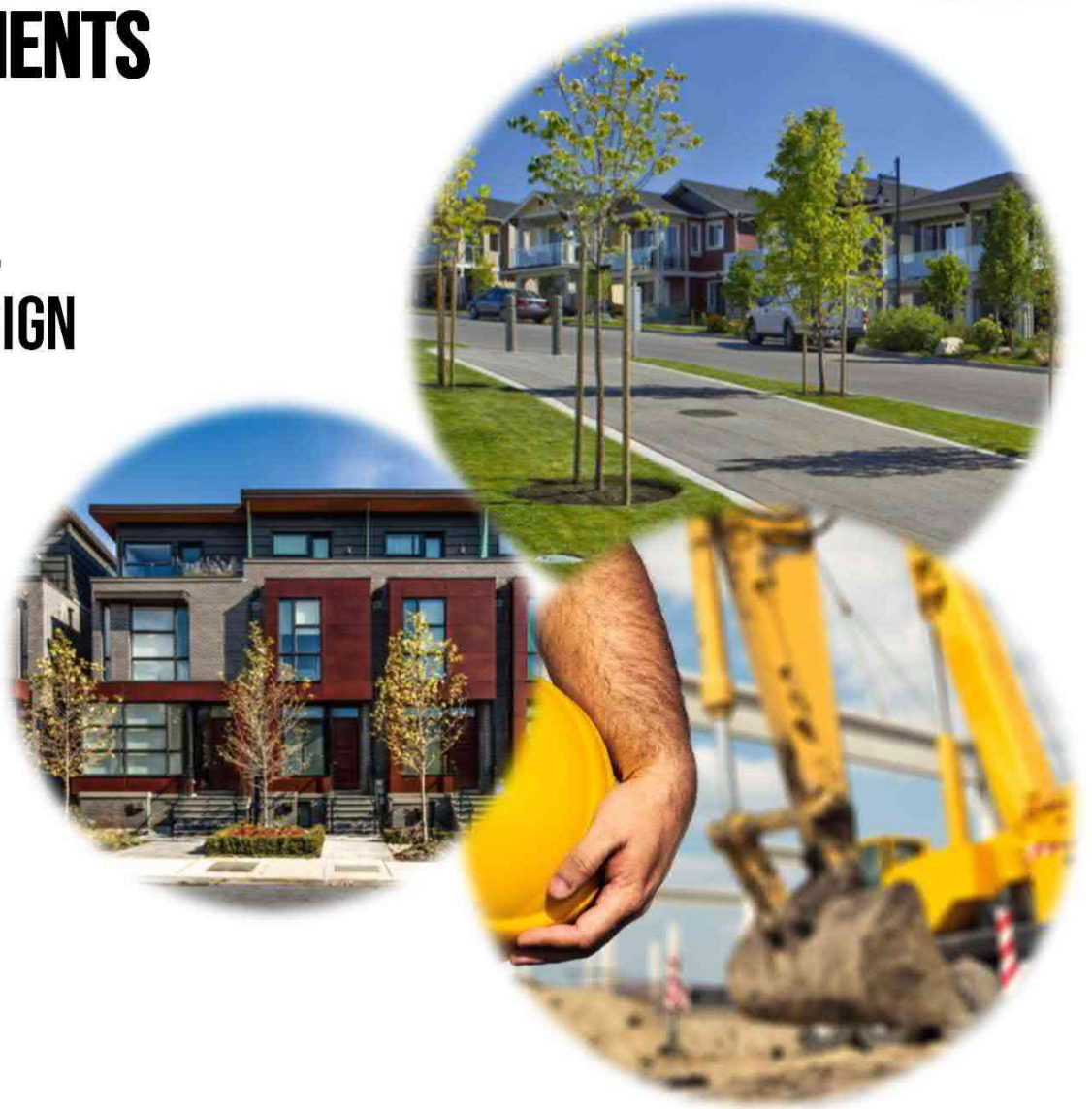
Servicing Considerations

TECUMSEH HAMLET SECONDARY PLAN AREA INFRASTRUCTURE IMPROVEMENTS



MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT AND FUNCTIONAL DESIGN

MUNICIPAL SERVICING OVERVIEW
SEPTEMBER 24, 2024



TECUMSEH HAMLET INFRASTRUCTURE IMPROVEMENTS

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT & FUNCTIONAL DESIGN



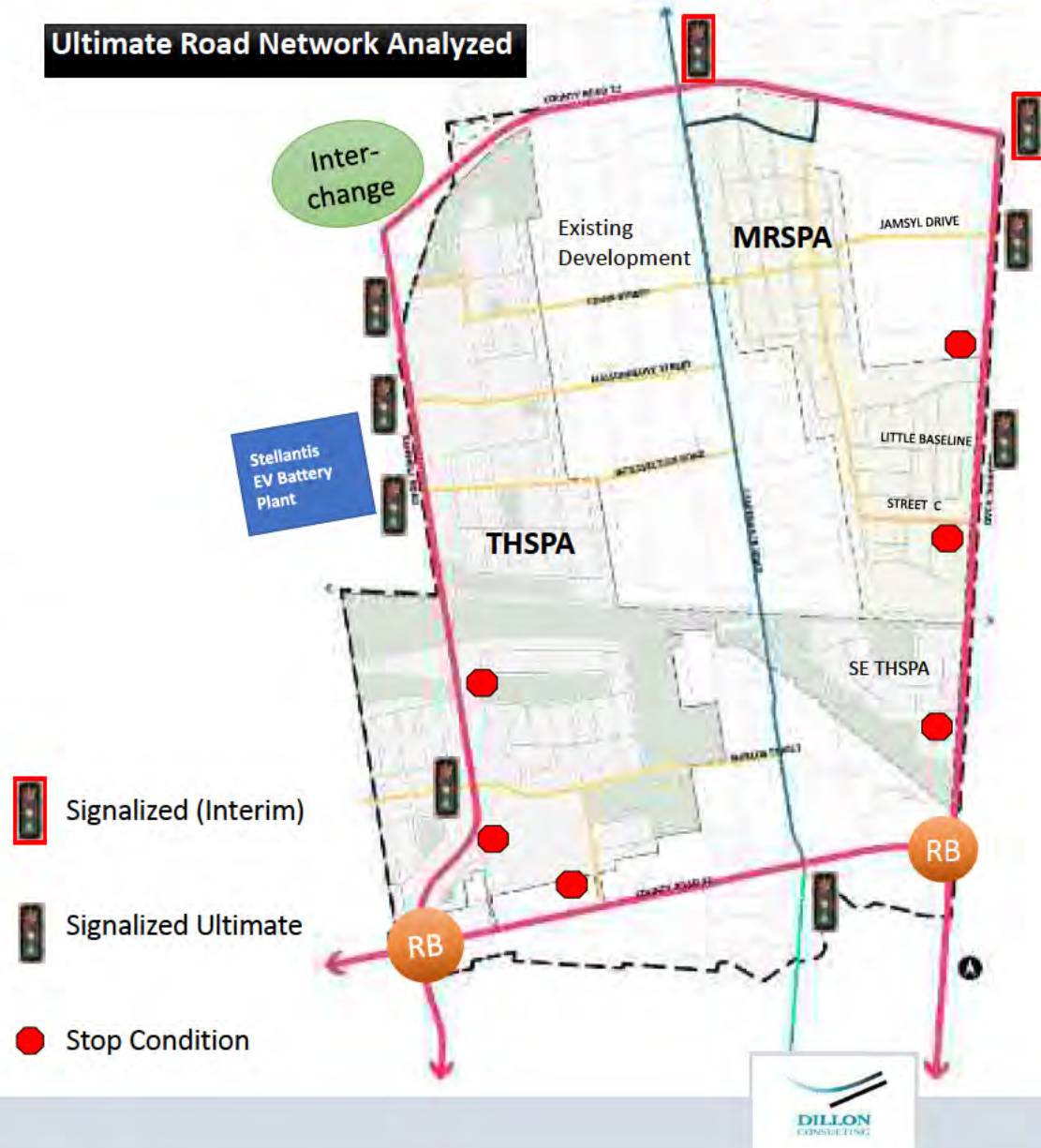
2



Transportation

- ✓ Provide a comprehensive, interconnected road network to support development.
- ✓ Strategically spaced collector roads will improve network connectivity.
- ✓ Identified road right-of-way will accommodate facilities for all ages and abilities.
- ✓ Road corridors can accommodate shared municipal servicing infrastructure.
- ✓ The arterial network will support development of the Tecumseh Hamlet (THSPA) and Manning Road (MRPSA) Secondary Plan Areas.
- ✓ Facilitate interconnects to existing or proposed Active Transportation facilities, such as the multi-use paths along Lesperance Road, County Road 43, and Banwell Road, etc.

Ultimate Road Network Analyzed



TECUMSEH HAMLET INFRASTRUCTURE IMPROVEMENTS

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT & FUNCTIONAL DESIGN



3



Water Servicing

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LEGEND

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- TECUMSEH HAMLET STUDY AREA BOUNDARY
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TECUMSEH HAMLET INFRASTRUCTURE IMPROVEMENTS

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT & FUNCTIONAL DESIGN

4

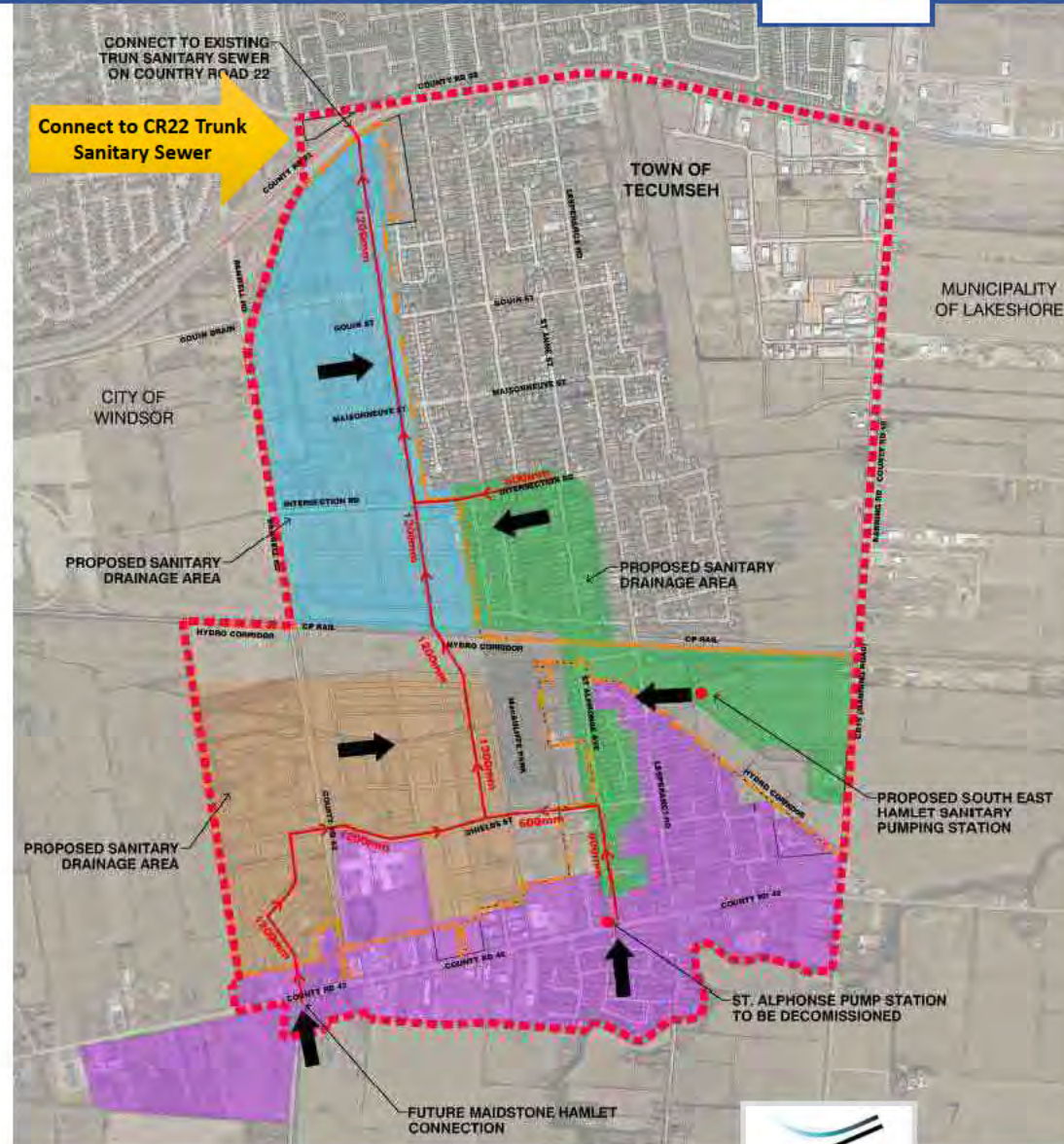


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- | | | | |
|--|-------------------------------------|--|---|
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| | SANITARY PUMP STATION | | |
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TECUMSEH HAMLET INFRASTRUCTURE IMPROVEMENTS

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT & FUNCTIONAL DESIGN

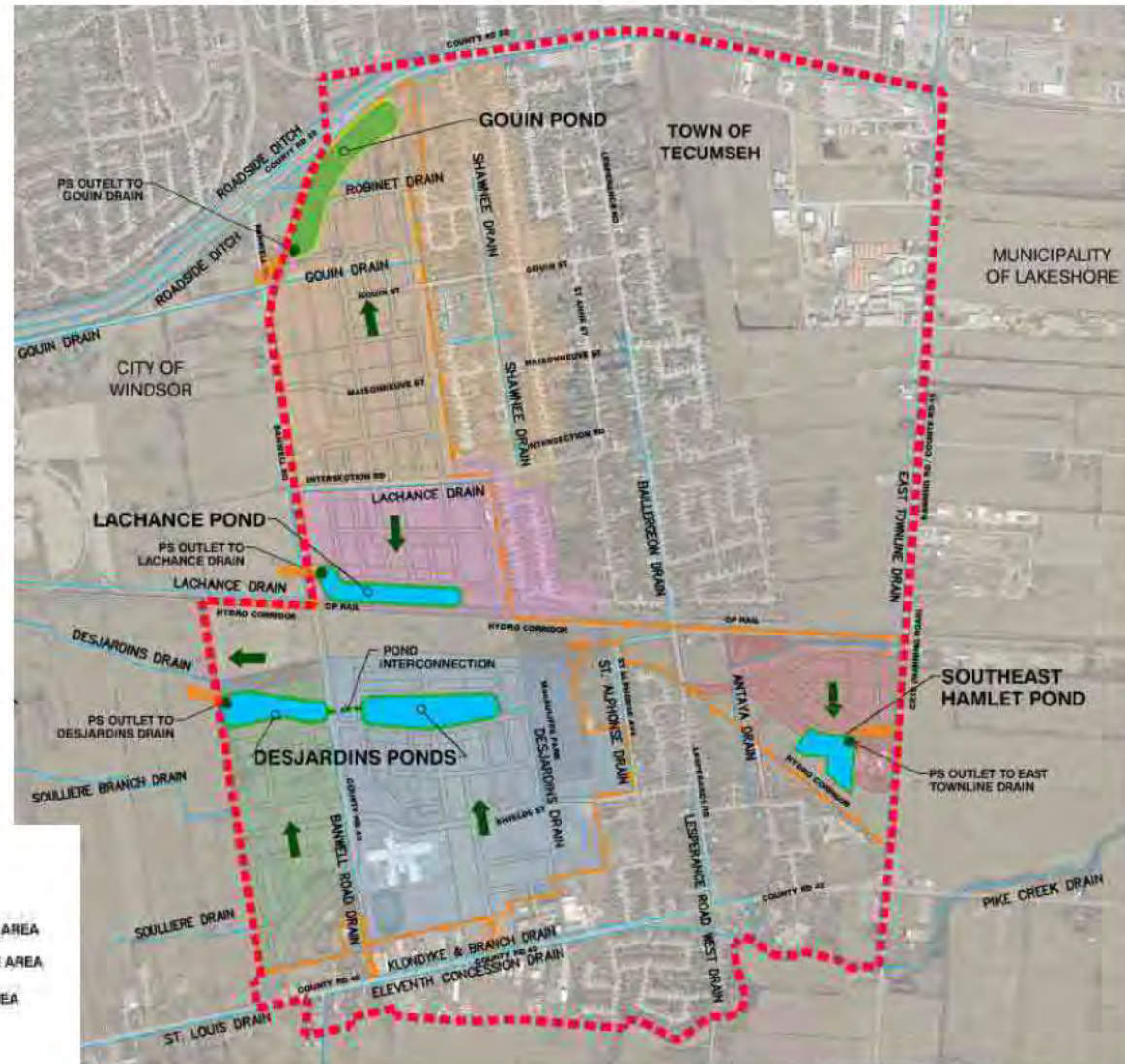


5



Stormwater Management

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- ✓ Require four (4) controlled outlets to existing drains to mitigate downstream impacts.
- ✓ Incorporate flexibility to accommodate Climate Change.
- ✓ Accommodate capacity to improve storm sewer systems upstream along existing residential streets (i.e. Shawnee, Hebert).



***** URBAN AREA BOUNDARY

----- TECUMSEH HAMLET STUDY AREA BOUNDARY

WET STORMWATER MANAGEMENT POND

STORM PUMP STATION

STORM SEWER DRAINAGE

DRY STORMWATER MANAGEMENT POND

CONTROLLED OUTLET

GOUIN POND DRAINAGE AREA

LACHANCE POND DRAINAGE AREA

DESJARDINS EAST POND DRAINAGE AREA

DESJARDINS WEST POND DRAINAGE AREA

SOUTH EAST HAMLET DRAINAGE AREA



TECUMSEH HAMLET INFRASTRUCTURE IMPROVEMENTS

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT & FUNCTIONAL DESIGN



6

Municipal Class EA Process and Next Steps

WE ARE HERE



Pre-2023

2023

2024

Ongoing

PHASE 1

Was covered by previously completed Master Plans:
“Problem/Opportunity”, provided the need and justification for infrastructure improvements

PHASE 2

Was covered by previously completed Master Plans:
“Alternative Solutions”, evaluated and identified preferred solutions.

PHASE 3

“Alternative Design Concepts”, evaluate and identify preferred design concepts.

PHASE 4

“Environmental Study Report”, preparation of report.


PHASE 5

“Implementation”, detailed design and tendering, and proceed to construction.

Upon completion of the Environmental Assessment a Notice of Completion will be distributed to the public for review and comment.



Questions?



January 4, 2024

By email only.

Mayor Gary McNamara, gmcnamara@tecumseh.ca
Deputy Mayor Joe Bachetti, jbachetti@tecumseh.ca
Councillor Alicia Higgison, ahiggison@tecumseh.ca
Councillor James Dorner, jdorner@tecumseh.ca
Councillor Ricardo Tonial, rtonial@tecumseh.ca
Councillor Brian Houston, bhouston@tecumseh.ca
Councillor Tania Jobin, tjobin@tecumseh.ca

THE CORPORATION OF THE TOWN OF TECUMSEH
917 Lesperance Road
Tecumseh, ON N8N 1W9

Dear Mayor McNamara, Deputy Mayor Bachetti and Councillors,


Re: Tecumseh Hamlet Secondary Plan

The Town of Tecumseh has recently held a second public information session regarding the Tecumseh Hamlet Secondary Plan area and infrastructure improvements therein. Although I was unable to attend the public information session held on November 27, 2023, I wish to provide my comments with respect to such secondary plan.

I am a long time resident of the Town of Tecumseh for a period in excess of 30 years, and have resided on Corbi Lane for almost 25 of those years. I, along with other residents, will be affected by the design and implementation of the Tecumseh Hamlet Secondary Plan.

According to the proposed land use plan there are a number of high-density and mid-density neighborhoods proposed in this Secondary Plan commencing as far east as half a block from Corbi Lane. Of particular concern to myself and a number of residents on Corbi Lane is a proposed mid-density development fronting on the west side of the street that is one-block west of, and running parallel to, Corbi Lane. Such mid-density designation would allow up to four stories on a potential residential development which would intrude on the privacy and character of the neighborhood and residents of Corbi Lane.

I welcome the development of the Tecumseh Hamlet Secondary Plan area and commend the Town and administration for a very nice design and layout of such proposed development. I believe that the character of the neighborhood immediately abutting this new development should be more strongly considered within the design as the residents acquired properties in the area on the understanding that any future development along that corridor would be consistent with the



residential development currently in place.

In my opinion it would be unfair to dramatically change the character of the neighborhood by allowing either mid-density or high-density development within less than one block of the established residential areas. Simply moving the mid-density and high-density area half a block further west to allow for low-density development on both the east and west sides of the first street west of Corbi Lane would allow a buffer zone and be consistent with the intentions of the Town as has been expressed to the residents of these areas over the last 25 years. It is my belief that the character of the existing neighbourhood would be preserved if both sides of the first street immediately west of the existing residential development on Corbi Lane are allocated for low-density development which, based on the current proposed land use plan, would mean only a very minor revision to the plan affecting only the west side of that future street.

Such revision to the proposed plan would satisfy the concerns as expressed to me by some of the residents of Corbi Lane.

The concerns expressed herein are shared by a majority of the residents of Corbi Lane. In this respect, I attach hereto a copy of the Comment Form as completed by the majority of those residents as required by the Town indicating their concerns. As noted on the Form, I am also copying this letter and all of the completed forms to Shane McVitty of the Town of Tecumseh and Laura Herlehy of Dillon Consulting for their information and records. I trust that the Town and the consultants shall take into consideration these comments and concerns in their decision making for this secondary plan process.

I also ask that Deputy Mayor Joe Bachetti and Councillor Brian Houston, both residents of Corbi Lane and members of Council, as representatives of those constituents, make the effort and take the opportunity to discuss their neighbors' concerns with them in order that they may properly express those concerns to Council as a whole. It is the role of the peoples elected representatives to do just that and represent the interests of their constituents.

I am hopeful that Your Worship, as the Mayor of Tecumseh, and all Councillors will take into consideration the concerns expressed by these long time residents of the Town in making any final determinations regarding the proposed land use plan for the Tecumseh Hamlet Secondary Plan. I welcome the opportunity to speak to Council to clarify the concerns expressed herein if desired.

Thank you for your attention and consideration.



cc: Shane McVitty, by email: smcvitty@tecumseh.ca
Laura Herlehy, by email: lherlehy@dillon.ca
attach't

CORPORATION OF THE TOWN OF TECUMSEH

[REDACTED]

[REDACTED]

Hi,

I have some safety concerns about the road proposal.

We have two 2,900-pound stone lions that are each sitting on 1.5 yards of concrete at the end of my driveway.

I spent close to \$15,000 when I bought them and had them installed. Who knows what today's prices are and if they are even available should someone run into them with a car? It would be disastrous; they would hit it like a brick wall.

Who will be responsible for moving them, which will cost thousands of dollars, and a crane would also be required? If they break them, who will replace the 75-year-old lions that add character to my property?

I believe the three feet you want will interfere with them. I do not want to sell any part of my lot, nor does my neighbor. Someone driving by can get seriously hurt, whether by car or by bike.

This third-party appraisal is way too low. I have no interest in giving up any piece of my property for any cost, especially what I was offered.

Public Council Meeting Agenda

Date: Tuesday, September 24, 2024, 5:30 pm
Location: Tecumseh Town Hall - Council Chambers
917 Lesperance Road
Tecumseh, Ontario N8N 1W9

Pages

- A. Roll Call**
- B. Call to Order**
- C. Land Acknowledgement**

We acknowledge that we are on land and surrounded by water, originally inhabited by Indigenous Peoples who have travelled this area since time immemorial. This territory is within the lands honoured by the Wampum Treaties; agreements between the Anishinaabe, Haudenosaunee, Leni Lenape and allied Nations to peacefully share and care for the resources around the Great Lakes. Specifically, we would like to acknowledge the presence of the Three Fires Confederacy Ojibwe, Ottawa, Potawatomi and Huron/Wendat Peoples. We are dedicated to honouring Indigenous history and culture while remaining committed to moving forward respectfully with all First Nations, Inuit and Métis.

- D. Disclosure of Pecuniary Interest**
- E. Introduction and Purpose of Meeting**

The purpose of the meeting is to hear public comment on the proposed Official Plan amendment required to incorporate the Tecumseh Hamlet Secondary Plan (THSP) into the Tecumseh Official Plan.

- F. Delegations**

1. Tecumseh Hamlet Secondary Plan
Re: Laura Herlihy and Brent Hooton, Associates, Dillon Consulting Limited; and Dorsa Jalalian, Associate, Senior Urban Designer, DIALOG

4 - 53

Medium Density Residential

Permissions:

- Up to 4 storeys
- Towns, Stacked Towns, Row House, Walk Ups or Small-Scale Apartments
- Permitted density of 20-50 units/ha



TECUMSEH HAMLET INFRASTRUCTURE IMPROVEMENTS

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT & FUNCTIONAL DESIGN

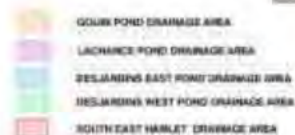


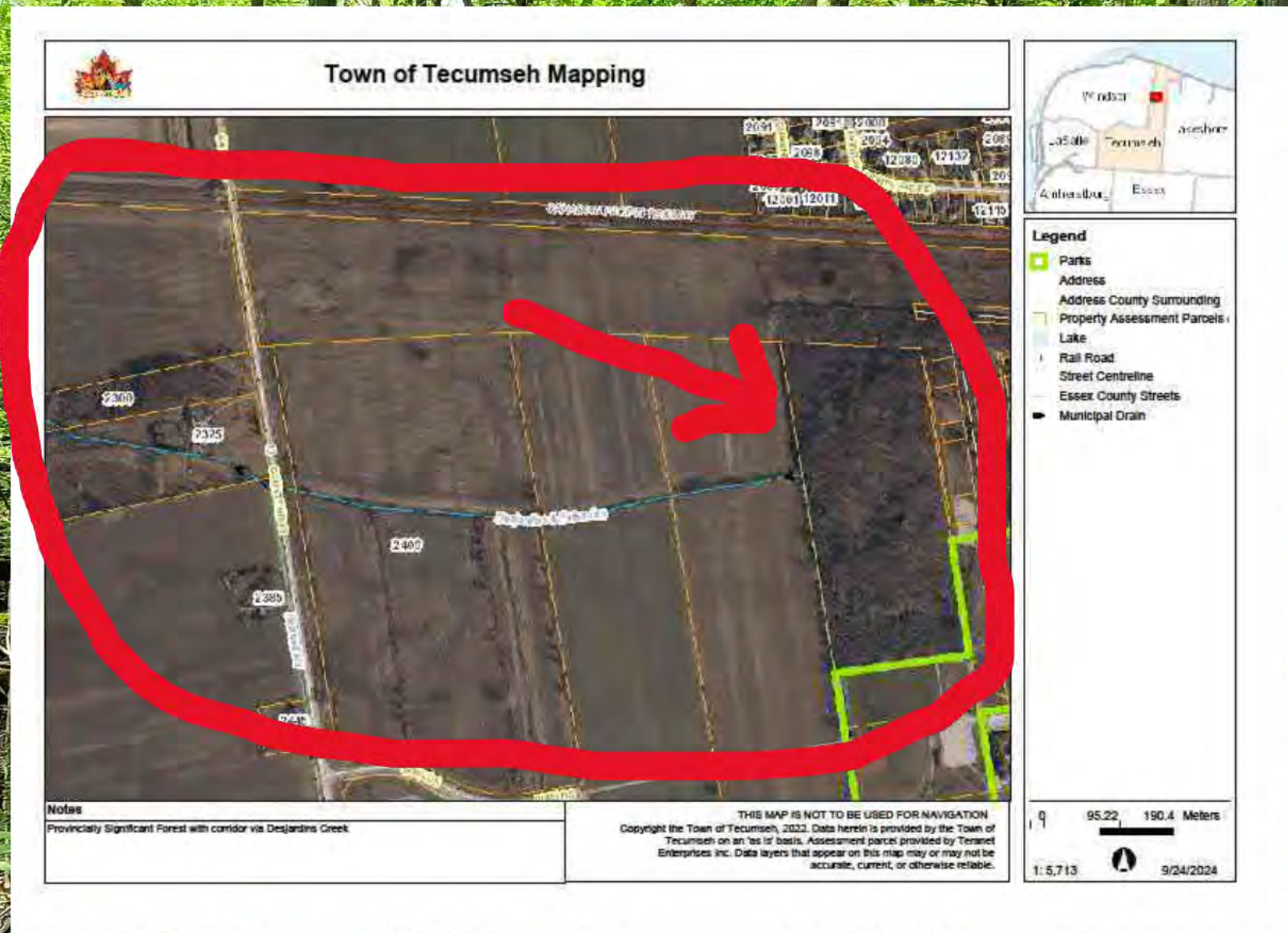
5



Stormwater Management

- ✓ Provide quality and quantity control of runoff to protect the upper reaches of the Little River drain and East Townline drain.
- ✓ Require four (4) controlled outlets to existing drains to mitigate downstream impacts.
- ✓ Incorporate flexibility to accommodate Climate Change.
- ✓ Accommodate capacity to improve storm sewer systems upstream along existing residential streets (i.e. Shawnee, Hebert).







Town of Tecumseh Mapping



Notes

Broader Area - Town of Tecumseh Draft Secondary Expansion Plan

THIS MAP IS NOT TO BE USED FOR NAVIGATION
Copyright the Town of Tecumseh, 2022. Data herein is provided by the Town of Tecumseh on an 'as is' basis. Assessment parcels provided by Teranel Enterprises Inc. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.



Legend

- Lake
- Rail Road
- Street Centreline
- Essex County Streets

1:47,322 788.80 1,577.6 Meters
9/24/2024

1.1.3.8 A planning authority may identify a *settlement area* or allow the expansion of a *settlement area* boundary only at the time of a *comprehensive review* and only where it has been demonstrated that:

- a) sufficient opportunities to accommodate growth and to satisfy market demand are not available through *intensification*, *redevelopment* and *designated growth areas* to accommodate the projected needs over the identified planning horizon;
- b) the *infrastructure* and *public service facilities* which are planned or available are suitable for the development over the long term, are financially viable over their life cycle, and protect public health and safety and the natural environment;
- c) in *prime agricultural areas*:
 - 1. the lands do not comprise *specialty crop areas*;
 - 2. alternative locations have been evaluated, and

9 |

Provincial Policy Statement, 2020

- i. there are no reasonable alternatives which avoid *prime agricultural areas*; and
- ii. there are no reasonable alternatives on lower priority agricultural lands in *prime agricultural areas*;
- d) the new or expanding *settlement area* is in compliance with the *minimum distance separation formulae*; and
- e) impacts from new or expanding *settlement areas* on agricultural operations which are adjacent or close to the *settlement area* are mitigated to the extent feasible.

In undertaking a *comprehensive review*, the level of detail of the assessment should correspond with the complexity and scale of the settlement boundary expansion or development proposal.

Arable land (% of land area) in Canada was reported at 4.3532 % in 2021, according to the World Bank collection of development indicators, compiled from officially recognized sources.



Trading Economics

<https://tradingeconomics.com/canada/arable-land-perc...>


Arable Land (% Of Land Area) - Canada - Trading Economics



Membership

Issues

Although Ontario is a large province, only about five percent of our land is suitable for growing crops or raising livestock. Much of northern Ontario can't be farmed because of the cool climate and the rocky Canadian Shield, and towns and cities dot much of the southern Ontario landscape.



Tecumseh Town Council,
please say no to this proposed
plan.



Let's not needlessly destroy the resources that sustain us

Let's not destroy the resources that sustain us

TOWN OF TECUMSEH NOTICE OF PUBLIC MEETING PROPOSED OFFICIAL PLAN AMENDMENT (TECUMSEH HAMLET SECONDARY PLAN)

TAKE NOTICE that the Council of the Corporation of the Town of Tecumseh will hold a public meeting **Tuesday, September 24, 2024 at 5:30 p.m.** in the Town Municipal Office Council Chambers at 917 Lesperance Road to consider a proposed amendment to the Tecumseh Official Plan, pursuant to the provisions of the *Planning Act, R.S.O. 1990*. Please see below for information on how to provide comments or participate in the public meeting.

The purpose of the public meeting is to seek stakeholder and public comments on the proposed Official Plan amendment required to incorporate the Tecumseh Hamlet Secondary Plan (THSP) into the Tecumseh Official Plan (*Application/File: D08 TEC*).

The purpose of the THSP is to establish a detailed planning framework for the development of lands that are currently designated "Future Development" in the Tecumseh North Settlement Area of the Official Plan. The lands subject to the THSP are generally delineated by County Road 22 to the north, County Road 19/Manning Road to the east, County Road 42 to the south and Banwell Road to the west and are situated between the City of Windsor to the west and the Municipality of Lakeshore to the east (see Key Map on reverse). These lands are a composite of primarily large undeveloped lands that are currently farmed. In addition, there are a number of natural heritage areas and existing homes.

The THSP is intended to ensure the orderly, efficient and appropriate development of the subject lands and includes a Vision Statement, Guiding Principles, an Area Structure Plan, Land Use Policies, Urban Design Guidelines and Municipal Services policies. It also proposes to place the subject lands into specific urban land use designations and provide an Open Space Framework, Pedestrian Framework and Cycling Framework. One of its main goals will be to deliver a complete, walkable and diverse community, comprising sustainable neighbourhoods through the provision of a wide variety of land uses and a diversity of housing types, supported and enhanced by quality private development and public spaces and amenities.

ANY PERSON may attend the public meeting and/or make written or verbal representation either in support of or in opposition to the proposed Official Plan amendment.

If a person or public body would otherwise have an ability to appeal the decision of the Council of the Corporation of the Town of Tecumseh and County of Essex (the Approval Authority for Official Plan amendments) to the Ontario Land Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the Corporation of the Town of Tecumseh before the Official Plan amendment is adopted, the person or public body is not entitled to appeal the decision.

If a person or public body does not make oral submissions at a public meeting, or make written submissions to the Corporation of the Town of Tecumseh before the Official Plan amendment is adopted, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Land Tribunal unless, in the opinion of the Ontario Land Tribunal, there are reasonable grounds to do so.

How to Provide Comments or Participate in the Public Meeting

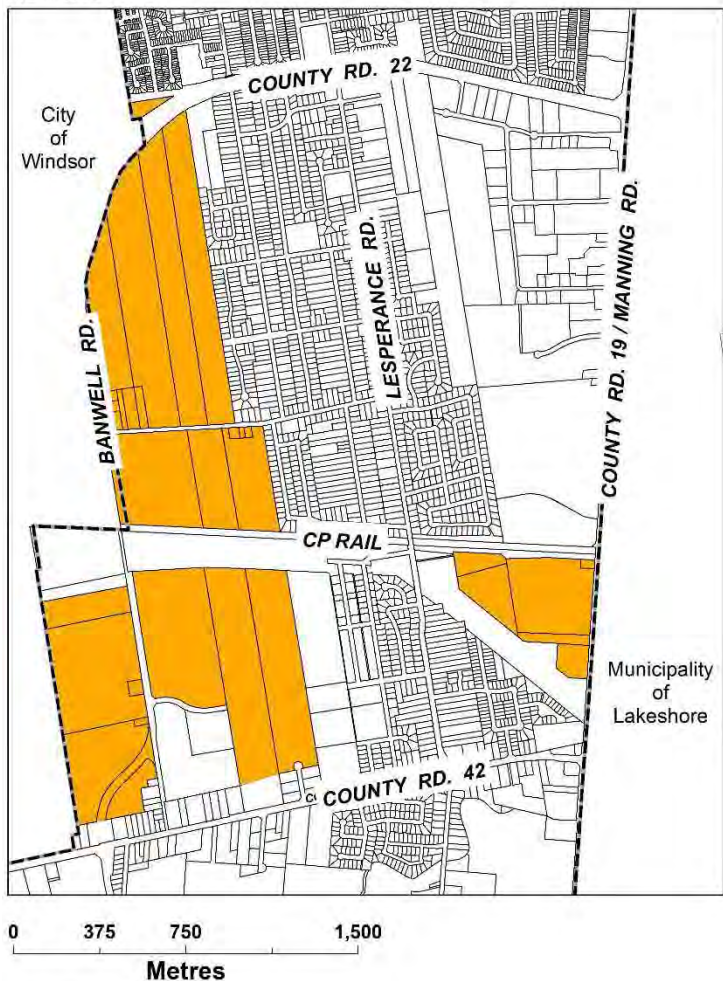
Public Meetings are being held at the Town Municipal Office Council Chambers and live-streamed on the Town's website. Any person who wishes **to make oral submissions** at the Public Meeting **must register as a delegate**. To register as a delegate, persons may use the online registration form on the Town's website at www.tecumseh.ca/delegations or by providing their contact information (name, address, email and phone number) to the Town Clerk **by 12:00 p.m. (noon) on Tuesday, September 24, 2024**. Registered delegates will receive the necessary details to speak at the public meeting. By registering as a delegate, persons are consenting to their image, voice and comments being recorded and available for public viewing on the Town's website. **Written submissions** may also be provided to the Clerk **by 12:00 p.m. (noon) on Thursday, September 19, 2024**.

If you wish to be notified of the decision of the Council of the Corporation of Town of Tecumseh and the County of Essex (the Approval Authority for Official Plan amendments) on the proposed Official Plan amendment, **you must make a written request** to the Corporation of the Town of Tecumseh, c/o Robert Auger, Director Legislative Services & Clerk, at the mailing address noted below.

FOR MORE INFORMATION about this matter, including information about appeal rights, contact the Corporation of the Town of Tecumseh, c/o Robert Auger, Director Legislative Services & Clerk, at rauger@tecumseh.ca or directly at the Town Municipal Office at 917 Lesperance Road.

The Public Meeting Agenda regarding this application will be available on the Town's website (<https://calendar.tecumseh.ca/meetings>) on Friday, September 20, 2024.

KEY MAP



DATED AT THE TOWN OF TECUMSEH
THIS 29TH DAY OF AUGUST, 2024.

ROBERT AUGER
DIRECTOR LEGISLATIVE SERVICES &
CLERK

TOWN OF TECUMSEH
917 LESPERANCE ROAD
TECUMSEH, ONTARIO, N8N 1W9

September 17, 2024

Town of Tecumseh
Enrico De Cecco, MCIP, RPP
Planner

Shane McVitty, P.Eng.
Development Engineer

917 Lesperance Rd.
Tecumseh, ON N8N 1W9

Via Email

RE: Draft Tecumseh Hamlet Secondary Plan – Comments Related to Electrical Transmission Systems and Rights-of-Way

Canacre Ltd. on behalf of Infrastructure Ontario (IO) and Hydro One Networks Inc. (HONI), has reviewed the Draft Tecumseh Hamlet Secondary Plan dated August 2024. Infrastructure Ontario is the strategic manager of the provincial government's real property, which includes hydro corridor lands, and has a mandate of maintaining and optimizing value of the portfolio. Hydro One Networks Inc. jointly manages the hydro corridors owned by the Province with IO and is involved in the planning, construction, operation, and maintenance of their transmission and distribution network.

This review of the Draft Tecumseh Hamlet Secondary Plan takes direction from the Provincial Policy Statement (PPS) (effective May 1, 2020) as it relates to electricity generation facilities and transmission and distribution systems. In particular, PPS Section 1.6 provides specific direction for municipalities to maintain the primacy of hydro corridor lands for the transmission and distribution of electricity throughout the province. The relevant PPS Sections include:

***1.6.1** Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.*

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:

- a)** financially viable over their life cycle, which may be demonstrated through asset management planning; and*
- b)** available to meet current and projected needs.*

***1.6.8.1** Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.*

***1.6.8.3** Planning authorities shall not permit development in planned corridors that could*

preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.

New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

1.6.11.1 *Planning authorities should provide opportunities for the development of energy supply including electricity generation facilities and transmission and distribution systems, district energy, and renewable energy systems and alternative energy systems, to accommodate current and projected needs.*

Concerns

1. Terminology

Policy 5.7.1.iv states:

The width required for public easements under and across the Hydro Corridor and CP Rail lands is subject to confirmation by both **Hydro One** and CP Rail.

Policy 5.7.1.iv Recommendation

The width required for public easements under and across the Hydro Corridor and CP Rail lands is subject to confirmation by both **Hydro One Networks Inc.** and CP Rail.

Terminology Recommendation

We would like to encourage a consistent approach to defining hydro corridors and electricity infrastructure facilities throughout the province. Accordingly, it is requested that the following language be considered for use throughout the Draft Tecumseh Hamlet Secondary Plan, including in the definition of “Infrastructure.”

- All references to Hydro One should be referred to as “Hydro One Networks Inc.”
- All references to corridors used for the transmission and distribution of electricity should be referred to as “hydro corridors.”
- All references to electricity infrastructure and facilities should be referred to as “electricity generation facilities and transmission and distribution systems.”

2. Secondary Uses

Policy 5.5.2.v states:

The Hydro Right-of-Way utility corridor, shown on Schedule “B-1” of the Town’s Official Plan,

should be considered as a location for recreational uses such as walking, cycling and other activities. The permitted uses within these areas shall include public and private recreational uses.

Policy 5.5.2.v Recommendation

Please update the language as below to allow for additional flexibility and not limit to recreational uses:

The Hydro Right-of-Way utility corridor, shown on Schedule "B-1" of the Town's Official Plan, should be considered as a location for recreational uses such as walking, cycling and other activities. The permitted uses within these areas shall include public and private recreational uses **and other compatible secondary uses as approved by Hydro One Networks Inc.**

Policy 6.3.24 states:

Create an uninterrupted, paved pathway within the hydro corridor, complete with clear directional markings, signage, and wayfinding elements. Incorporate pedestrian-scaled lighting to ensure safety and usability.

Policy 6.3.24 Recommendation

Please note that this policy is only achievable through technical review and approval from HONI. Please amend the policy as below:

With technical review and approval from **Hydro One Networks Inc., explore opportunities to** create an uninterrupted, paved pathway within the hydro corridor, complete with clear directional markings, signage, and wayfinding elements. Incorporate pedestrian-scaled lighting to ensure safety and usability.

Secondary Uses Recommendation

We request the addition of the following Policy 6.3.25 of the Secondary Plan:

"Secondary uses, such as active and passive recreation, agriculture, community gardens, other utilities and uses such as parking lots and outdoor storage that are accessory to adjacent land uses, are encouraged on hydro corridor lands, where compatible with surrounding land uses. However, a proponent should be aware of the primacy of a hydro corridor is for electricity generation facilities and transmission and distribution systems, and that secondary uses require technical approval from Hydro One Networks Inc."

The requested policy would provide flexibility for future uses on hydro corridor lands. The inclusion of this policy offers clarity with respect to the types of secondary uses that are possible on hydro corridor lands, in accordance with the Provincial Secondary Land Use Program. Having these policies in place will also streamline the number of municipal planning approvals that a proponent must seek when they

apply to HONI/IO for a secondary use.

We would request that this letter be included as part of the record of submissions for the Draft Tecumseh Hamlet Secondary Plan and that we be notified of any decisions regarding these matters.

Contact information as follows:

Joanna Craig
Planner
Infrastructure Ontario
1 Dundas St W, Suite 2000
Toronto, ON M5G 1Z3
Joanna.Craig@infrastructureontario.ca
Tel: 647-956-6703

Jiajing Chen
Manager, Planning
Canacre Ltd.
5520 Explorer Drive, Suite 201
Mississauga, ON L4W 5L1
honilup@canacre.com
Tel: 289-203-2252

Thank you for your consideration. Please contact us if you have any questions or comments.

Kind Regards,

Jiajing Chen
Canacre Ltd.

Cc: Shadi Shenouda, HONI
Tejinder Singh, IO

**Provided on behalf of the Public School Boards:
Greater Essex County District School Board & Windsor Essex Catholic District School Board**

September 19, 2024

Robert Auger
Town of Tecumseh
917 Lesperance Road
Ontario N8N 1W9
Email: rauger@tecumseh.ca

Electronic Copy

**Re: School Board Comments
Tecumseh Hamlet Secondary Plan Area**

Dear Robert Auger,

On behalf of the Greater Essex County District School Board (GECDSB) and the Windsor Essex Catholic District School Board (WECDSB), we acknowledge receipt of the proposed official plan amendment to incorporate the Tecumseh Hamlet Secondary Plan (THSP) land designations within the Tecumseh Hamlet Secondary Plan Area (THSPA), dated August 29, 2024.

The buildout of the THSPA is expected to include approximately 4,300 units, which will significantly impact school enrolment in the area. In response to these proposed amendments, we submit the following comments for consideration:

General Comments:

The boards support the designation of schools as **5. Community Facility** sites within the Tecumseh Hamlet Secondary Plan (THSP), particularly the policies promoting the co-location of schools with parks and other public amenities. This approach aligns with the boards' shared objectives of compatibility with surrounding land uses and fostering multi-use spaces that serve both educational and community functions.

We note that **Policy 5.4.2(ii)**, which encourages schools to be utilized as multipurpose facilities for leisure, recreational, educational, and community-sponsored events, complements both boards' established **permit processes** for allowing community use of school facilities outside of regular hours. These processes enable the broader community to benefit from school spaces during off-school times, further supporting the vision of schools as central community hubs.

The boards support **Policy 5.4.2(iii)**, which encourages **joint-use agreements** between the Town, public agencies, boards, non-profit organizations, and other stakeholders. Both boards are open to collaborating with the Town in exploring and implementing these agreements to enhance the well-being and enrichment of the Tecumseh community.

The boards support the **6.3 Open Space Framework** policies outlined in the plan, particularly the emphasis on enhancing active transportation connections. Co-locating schools with open spaces will leverage these connections, providing valuable recreational areas for students and serve as natural extensions of school grounds, thereby enriching opportunities for physical education and extracurricular activities. Both boards are committed to working closely with the Town to ensure that parks, trails, and green spaces are seamlessly integrated with school facilities, fostering a cohesive and accessible environment that benefits students and the wider community.

The boards support the **6.4 Movement Framework** policies, particularly the emphasis on safety features such as clearly marked crosswalks, pedestrian-scaled lighting, and separated cycling lanes. These measures are essential in reducing conflicts between vehicles and pedestrians, enhancing safety for all road users, especially in areas around current and future school sites. The integration of these networks with adjacent parks and community amenities further strengthens the role of schools as community hubs, providing students with safe, accessible routes to outdoor spaces and reinforcing active transportation options.

The school boards support the focus on active transportation as outlined in **Schedules H-13 and H-14**. The well-planned pedestrian and cycling networks provide critical connections between residential areas, existing schools, and community facilities, ensuring safe and accessible routes for students and staff. The inclusion of mid-block pedestrian connections, multi-use trails, and dedicated cycling lanes aligns with the boards' priority to promote pedestrian-friendly infrastructure and encourage active modes of transportation for students.

The school boards support the **8.3 Development Phasing** policies of the Tecumseh Hamlet Secondary Plan. The clear alignment of development phasing with the delivery of essential municipal infrastructure – such as water, wastewater, and stormwater services – is crucial for ensuring that school sites can be developed in tandem with new residential areas.

We acknowledge that while **Policy 8.3(ii)(c)** recommends a north-to-south development phasing pattern, **Policy 8.3(iv)** has been thoughtfully included to allow for the flexibility of school development to proceed at any time, provided that servicing infrastructure and other municipal requirements are met. This flexibility is crucial to ensuring that schools can be delivered in a timely manner to meet the needs of growing communities. We commend the plan's commitment to supporting all phases of development with the necessary community infrastructure, including schools, to ensure the educational needs of the population are adequately addressed.

Additionally, the phasing strategy outlined in **Section 8.3(v)**, which requires school boards to confirm their capacity to accommodate student needs before the approval of development applications, aligns well with the boards' long-term planning objectives. This approach will help ensure that educational facilities are appropriately timed and available as new residential communities are established. We believe this coordination is key to maintaining the quality of education for future generations.

Greater Essex County District School Board:

The THSPA falls within the current attendance boundaries of:

- Tecumseh Vista Academy Elementary School (JK-8)
- Tecumseh Vista Academy High School (9-12)

Tecumseh Vista Elementary School currently has sufficient capacity to accommodate the existing student population. However, with the full buildout of both the Tecumseh Hamlet Settlement Area Boundary which encompasses both the THSPA and the Manning Road Secondary Plan Area (MRSPA), Tecumseh Vista Academy Elementary is anticipated to be oversubscribed.

At the secondary level, Tecumseh Vista Academy High School has adequate capacity to accommodate students from both the THSPA and MRSPA. This can be achieved through either temporary accommodation or on-site capital improvements, as required.

Based on projected demand from the proposed residential developments in Tecumseh Hamlet Settlement Area Boundary, the GECD SB anticipates the need for two (2) additional elementary school sites – one (1) within the THSPA and one (1) within the MRSPA – to accommodate the full buildout of the Tecumseh Hamlet Settlement Area Boundary.

Windsor Essex Catholic District School:

The THSPA falls within the current attendance boundaries of:

- St. Peter Catholic Elementary School (JK-8)
- St. Anne Catholic High School (9-12)

St. Peter Catholic Elementary currently has sufficient capacity to accommodate the existing student population. However, with the full buildout of both the THSPA and MRSPA, St. Peter is anticipated to be oversubscribed.

At the secondary level, St. Anne Catholic High School has adequate capacity to accommodate students from both the THSPA and MRSPA. This can be managed through either temporary accommodation or on-site capital improvements, as needed.

Based on projected demand from the proposed residential developments in Tecumseh Hamlet Settlement Area Boundary, the WECDSB anticipates the need for one (1) additional elementary school site, located within either the THSPA or MRSPA, to accommodate the full buildout of the Tecumseh Hamlet Settlement Area Boundary.

Site Selection Principles:

The selection of future school sites should be guided by the following key principles to ensure they effectively serve the community and support high-quality educational outcomes:

- **Infrastructure Access:** School sites must be strategically located to provide convenient access to essential infrastructure, including well-connected road networks, utilities, and public transportation. This will ensure safe and efficient access for students, staff, and the broader community.
- **Traffic Impact and Student Safety:** The selection and development of school sites must prioritize traffic safety and the efficient management of traffic flow. This includes the provision of well-designed drop-off and pick-up zones, clearly marked pedestrian crossings, and adequate parking facilities. School sites should be strategically located away from high-traffic-generating areas, such as entrances or exits to high- or mid-rise residential developments, commercial or industrial zones, or other schools, to ensure pedestrian safety and smooth traffic circulation.

Preference should be given to controlled intersections over roundabouts near school sites to enhance pedestrian safety, as controlled intersections are typically easier to staff with crossing guards. Additionally, measures should be implemented to mitigate traffic congestion in the surrounding areas, anticipating pick-up and drop-off patterns, to ensure a safe and accessible environment for students, staff, and the broader community.

- **Site Characteristics, Size, and Design:** Elementary school sites should ideally encompass 2.43 ha (6.0 ac) with a rectangular configuration and minimal cross-slope. The site should feature two road frontages, with at least one frontage measuring 140m or more, and be located proximal or adjacent to a collector road. The primary frontage should align with potential street intersections, and driveways should be carefully placed to avoid direct alignment with the school's main entrance. Sites must also be free from known encumbrances, such as environmental or cultural heritage constraints, and should not be subject to environmental hazards, including floodplains or unstable or hazardous soil conditions, which could hinder or delay construction.

Furthermore, school sites must be of sufficient size to accommodate all necessary facilities, such as playgrounds, sports fields, and green spaces. The site design should provide flexibility for future expansions and evolving educational needs. Where land assemblage is required, it should involve as few landowners as possible, ensuring that all parcels are made available within the same phase of development to avoid delays.

- **Compatibility with Surrounding Land Uses:** School sites should be compatible with adjacent land uses, such as residential, recreational, and community facilities, to ensure harmonious integration within the broader community. Ideally, school sites should be centrally located within planned developments to maximize walkability and be positioned adjacent to public parks or community facilities, such as libraries or other community facilities. Additionally, it is essential to avoid proximity to industrial zones or high-traffic areas to ensure a safe, conducive, and supportive environment for students and staff.

Ongoing Monitoring and Future Consultation:

We will continue to monitor development growth in the Tecumseh Hamlet Settlement Area Boundary which includes both the THSPA and MRSPA on behalf of both the GECD SB and WECD SB as it relates to the cumulative impact on local schools. The GECD SB and WECD SB also request notification of any modifications, community consultations, appeals, or notices of decision related to this secondary plan.

Please note that further to the comments provided, the GECD SB and WECD SB reserve the right to revise their position as needed without further notice. Should you require additional information regarding these comments, please contact.

Sincerely,



Adam Brutto BURPI.
Senior Consultant
Watson & Associates Economists Ltd.

brutto@watsonecon.ca

Office: 905-272-3600 Ext. 278

Mobile: 905-967-4775

Fax: 905-272-3602

cc: Giuliana Hinchliffe (giuliana.hinchliffe@publicboard.ca)
Shelley Armstrong (shelley.armstrong@publicboard.ca)
Meagan Adams (meagan_adams@wecdsb.on.ca)
Enrico De Cecco (edececco@tecumseh.ca)

September 19, 2024
("emailed")

Mr. Robert Auger,
Director Legislative Services/Clerk
Town of Tecumseh,
917 Lesperance Road
Tecumseh Ontario, N8N 1W9

Dear Mr. Auger,

Re: Tecumseh Hamlet Draft Secondary Plan, September 24th Public Meeting, 1000044993
Ontario Inc. [REDACTED]

I am providing comments on behalf of [REDACTED], whose numbered company, [REDACTED] owns the 45 acre parcel on the northeast corner of Banwell Road and Shields Street. (see attached)

[REDACTED] and I have been active participants in the subject Secondary Plan process having attended the December 7, 2022 Open House, the April 2023 PIC and the November 2023 PIC. We have also had separate meetings and discussions with Town Planning and Engineering staff, including an October 2022 meeting regarding the Secondary Plan process and Master Plan Functional Servicing. [REDACTED] is also participating in the area wide Stage 2 Archaeological Study and his lands are expected to be field examined this fall.

We recently received notification from Mr. Enrico De Ceceo, Town Senior Planner, that the Town is seeking stakeholder comments on the proposed Official Plan amendment required to incorporate the Tecumseh Hamlet Secondary Plan Amendment ("THSPA") into the Tecumseh Official Plan. We would like our comments, as contained in this letter, to be incorporated as part of the public record of the September 24, 2024 public meeting.

While [REDACTED] is very much supportive of the proposed Secondary Plan, he does have some concerns as they relate to specific sections of the THSPA which impact future development of his [REDACTED] parcel. Those concerns are outlined below.

LAND USE:

As part of the proposed draft Secondary Plan, [REDACTED] lands have 3 residential designations and a Neighbourhood Commercial designation. There is also a broader area stormwater pond, a

[REDACTED]

Gateway feature and a portion of the Major Infrastructure Corridor scheduled for [REDACTED]'s parcel. (See Schedules "H-2" & "H-11" attached)

The Neighbourhood Commercial designated lands are located at the Southwest corner of his parcel at the intersection of Banwell Road and Shields Street. The High Density designated lands which run northerly along Banwell Road, abut the Commercial designated lands to the north. The High Density designation allows for **building heights of up to 6 storeys**. The Medium Density designated lands abut the Commercial designated lands to the east and then run easterly along Shield Street. The Medium Density designation allows for **building heights of up to 4 storeys**.

Per Section 5.3.3 of the draft Secondary Plan... "The Neighbourhood Commercial designation applies to the commercial node on the north side of the Banwell Road and Shield Street intersection.... It also plays an important role as a key commercial node and gateway for the southerly portion of the THSPA."

The designation will allow for mix of local commercial uses on the ground floor while uses permitted above the ground floor may include residential, office and personal service.

Unfortunately **the building height is being restricted to 2 storeys**.

Given this important Commercial and Gateway node will likely be abutting 6 storey residential development to the north and 4 storey residential development to the east, it is felt restricting the commercial development to 2 storeys will look out of proportion. To be more in keeping with the proposed surrounding development, and subject to sufficient wastewater capacity availability, [REDACTED]

[REDACTED] would like to have consideration given to increasing the maximum height of the commercial node building(s) to 3 or preferably 4 storeys. We would welcome further dialogue with Town Planning staff to see if this height adjustment to 3 or 4 storeys could be incorporated into the adopted Secondary Plan.

STORMWATER MANAGEMENT PONDS 5.6:

There are 5 Stormwater Management Ponds (SWMP) designated in locations across the THSPA, as identified in Schedule "H-11" One of those ponds (Desjardin Pond) is being proposed for [REDACTED] lands.

In previous discussions with Town staff on the proposed SWMP and other servicing matters, any of the plans or concept plans we were presented showed single sided development on the roads which were directly north and south of the SWMP. Single sided development along a road is considerably more expensive per lot and does not allow for residential unit maximization allowed within the proposed densities. While this discussion on the residential lot pattern will likely take place as part of a Plan of Subdivision approval process, we just want to be on the record that we wish to see double sided development occur on the roads directly north and south of the SWMP.

DEVELOPMENT PHASING (8.3)

As part of the Development Phasing Section of the THSPA, Section vi states;

"All new urban development in the THSPA shall be connected to the municipal water, wastewater and stormwater systems. Further, applications for development in the THSPA shall only be approved by Council, and development shall only proceed when:

- a. Council is satisfied that the landowners within each of the stormwater catchment areas...have entered into any agreement(s), as the Town may be permitted to require, for the provision of funds or the provision of service or both, and that as part of any agreement, provisions have been made to the satisfaction of Council for any funds or services which may be required of any future landowners in the future in order for the development of the THSP to proceed as planned. Such agreements shall be registered on the title of the lands affected. The Town **may** facilitate cost recovery from other benefitting developments through various means available by way of legislation.
- b. Landowners within the THSP, have where necessary, entered into private cost sharing agreements amongst themselves to address distribution of costs of development for the provision of matters such as infrastructure facilities"

Due to competing interests, or the lack of willingness to participate, it is often very difficult for the individual landowners to reach a satisfactory cost sharing agreement amongst themselves. As articulated by [REDACTED] previously, he is fully prepared to work with the Town and the other landowners to ensure that development within the THSP occurs in an orderly and equitable manner.

We are of the opinion this is better achieved when the Town coordinates the process, and it is not left up to the various landowners to enter into private cost sharing agreements amongst themselves. In order for the orderly collection of proportionate cost sharing for the provision of services, we believe the Town **shall**, and not **may**, facilitate cost recovery from other benefitting developments through various means available by way of legislation.

[REDACTED] is appreciative of the opportunity being given to provide comments on the THSPA. He looks forward to continuing to work with the Town on the finalization of the process. He has a vested interest in assisting the Town in assuring the development within the THSP occurs in an orderly, efficient and equitable manner.

Best Regards,

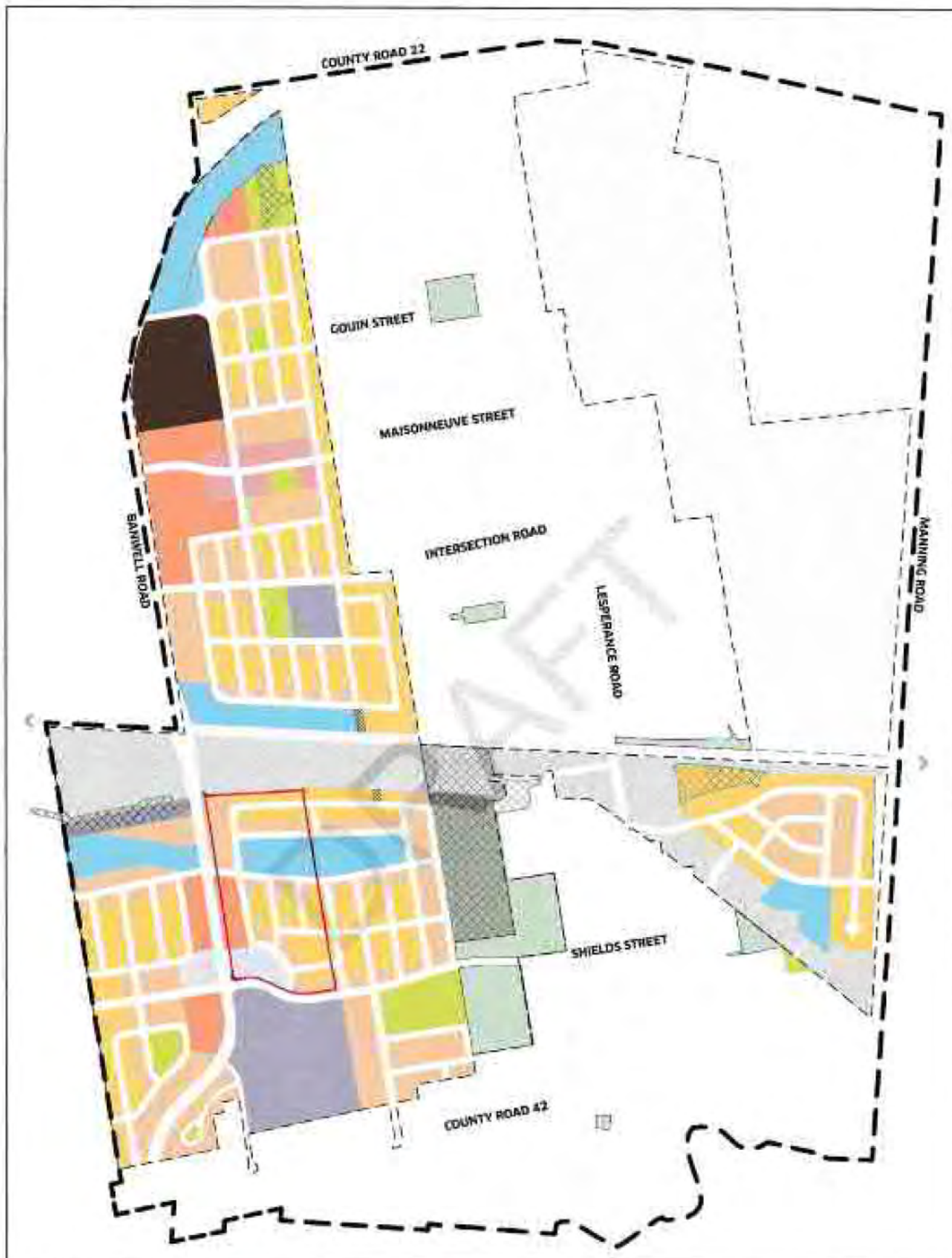
[REDACTED]

c.c. Brian Hillman, Director of Development Services
Enrico De Cecco, Senior Planner

[REDACTED]

Attachments...Highlighted 12-R Plan
"H-2" & "H-11" Schedules





Legend

Tecumseh Hamlet Boundary

THSPA

MRSPA

Low Density Residential

Medium Density Residential

High Density Residential

Neighbourhood Commercial

Anchor Commercial

Community Facility

Main Street Mixed-Use

Hydro Corridor

Natural Environment

Recreational

Stormwater Management Pond

Existing Parks

Natural Environmental Overlay

Major Infrastructure Corridor

SCHEDULE "H-11" LAND USE PLAN

Town of Tecumseh Official Plan
Tecumseh Hamlet Secondary Plan

0 100 200 300 m





Office of the Commissioner of Infrastructure Services / City Engineer

Via Email: rauger@tecumseh.ca

September 19, 2024

Corporation of the Town of Tecumseh
917 Lesperance Road
Tecumseh, ON N8N 1W9

Attention: Robert Auger, Director Legislative Services & Clerk

Dear Robert,

Thank you for the opportunity to review the Town of Tecumseh (Town) Hamlet Secondary Plan, Proposed Official Plan Amendment. City staff have performed an initial review of the Planning Area and identified a number of associated concerns pertaining to the level of service in the entire Hamlet, including notable impacts on Banwell Road and other intersecting roads with County Road 22 near this area.

As the Town may be aware, the City is in the process of building a new interchange with 6 lane cross sections roadways and the projected Level of Service (LOS) is considered low. With the additional traffic volume that will be introduced by the proposed Hamlet area, LOS within the Banwell Road network and surrounding area will likely be further compromised. Based on this concern, the City has the following questions that we would like to further discuss:

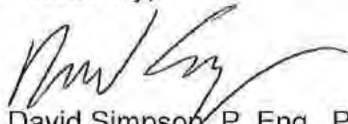
1. Will the impact of induced traffic from Manning Road and Lesperance be considered when projecting future volumes and calculating LOS on Banwell at the interchange? With the LOS at both of these intersections, there is concern that more traffic than projected will travel the Banwell corridor as this would become the more favourable route to access CR22, i.e. an interchange with signals only at the one ramp would be preferable over waiting at a traffic signal at the other 2 locations.
2. Will any traffic calming and/or diversion methods within the Hamlet be investigated to encourage drivers to use different and more appropriate routes? For example, the intersections of Banwell at Maisonneuve Street and Banwell at Intersection Road have an initial projected LOS values that are very low. While understanding that some signal timings can be adjusted as traffic patterns change, often the change in real life scenarios does not actually make a significant impact. What methods can be used to encourage drivers to utilize different accesses in order to increase the LOS at these locations?

3. It appears that a Right-In-Right-Out (RIRO) configuration is proposed from one of the proposed anchor commercial sites adjacent to Banwell Road, with access onto Banwell Road. The City has significant concern that if there is already a significant volume of traffic on Banwell Road at peak times during existing conditions, and there will be a large number of vehicles additionally exiting from the proposed RIRO. Accordingly, the pattern of traffic at the EC ROW South Ramp Terminal will be considerably altered and decrease traffic safety on Banwell Road. Additionally, there is no room in this area for a deceleration lane into the RIRO and therefore depending on volume expected at this site, it may not be supported by the City without that lane, to which there is no property at this time.

Consideration of all of the above noted traffic concerns on Banwell Road will need to be fully investigated by the Town through associated Traffic Impact Studies. These concerns will need to be adequately resolved in consultation and agreement with the City (including associated Infrastructure accommodations), who is the Banwell Road Authority in this case.

If you have any questions about the above noted items, please feel free to contact our Transportation Team for discussion.

Yours truly,



David Simpson, P. Eng., PMP
Commissioner of Infrastructure Services/City Engineer

DS:pv

cc: Mayor Drew Dilkens, mayoro@citywindsor.ca
Joe Mancina, Chief Administrative Officer, jmancina@citywindsor.ca
Jelena Payne, Commissioner, Economic Development, jpayne@citywindsor.ca
Neil Robertson, City Planner, Executive Director Planning, nrobertson@citywindsor.ca
Shawna Boakes, Executive Director of Operations, sboakes@citywindsor.ca

[REDACTED]

September 23, 2024

The Corporation of the Town of Tecumseh
917 Lesperance Road
Tecumseh, ON, N8N 1W9

Attention: Mr. Robert Auger, Director Legislative Services & Clerk

RE: Draft Tecumseh Hamlet Secondary Plan - Valente Comments

Dear Mr. Auger,

This letter is being sent by the [REDACTED] in support of the Town's initiative to move forward with the Tecumseh Hamlet Secondary Plan. [REDACTED] a stakeholder owning property within the Tecumseh Hamlet Secondary Plan Area [REDACTED]

As a stakeholder and interested party, [REDACTED] would like to provide its support on working collaboratively with the Municipality, the various landowners, planners, engineers and other stakeholders to move this development area forward. Given the current and forecasted housing demand, the scale of the development area and the proximity to the new Battery Plant, EC Row Expressway and other primary community centers, we believe that this area will be a prime location to support the needs of the community.

Specific to the [REDACTED] lands, we would like to take this opportunity to express our concerns and corresponding input to the Secondary Plan document. We have previously provided comments and input as it relates to this Secondary Plan and would like to reiterate the following.

1) Land Use and Density

- [REDACTED] would request that its land be considered for higher density residential use.
 - More specifically, the [REDACTED] land near Tecumseh Vista school and a [REDACTED] [REDACTED] currently shown as medium density) should be designated high density.
- [REDACTED]




2) Road Right of Ways (ROWs) and Lot Layout

- Several areas show single sided servicing along the road ROW. This design will be considerably more expensive than a double-sided servicing development as it relates to the cost per lot. In addition, the Road ROWs also need to account for lot dimensions depending on final design and proposed use.
- Although these details are typically finalized as part of the Plan of Subdivision approval process, it should be noted to allow for this flexibility in the Secondary Plan.
- Moreover, lot and/or block dimensions as well as specific developer land area needs to be factored. In some instances, road ROWs do not account for different landowners with different interests and timing constraints.
- Specific to the [REDACTED] land, the road ROWs adjacent to the park, recreational and Natural Environment Overlay areas should be removed since it is inefficient and cost prohibitive.
- Notwithstanding this, the road layout and corresponding lot dimensions should be optimized during the design process to ensure the design is cost efficient while still maintaining the goals of the development.

3) Stormwater Management (SWM) and Parkland Dedication

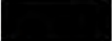
- If SWM and parkland will be centralized, [REDACTED] requests that the land values be considered for fair market value at the time of conveyance and mutually agreed by the parties.

4) Business/Commercial Use off Odessa Drive

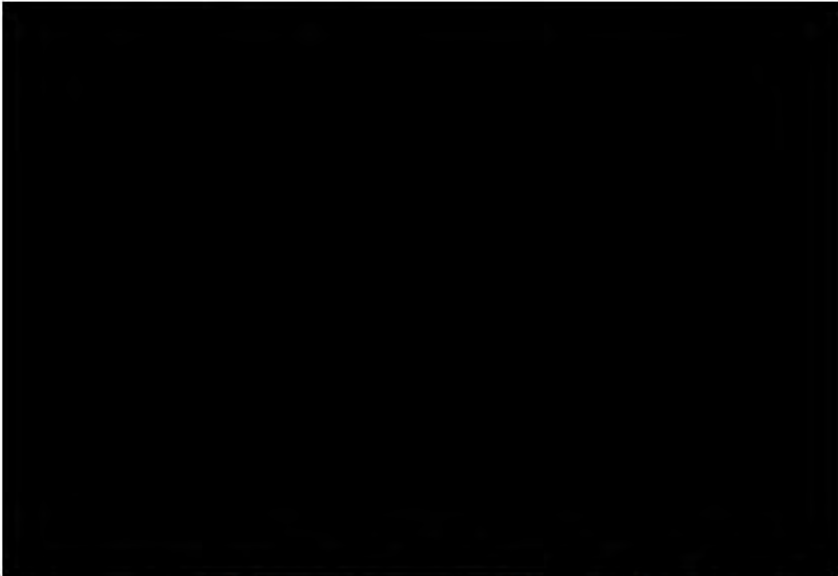
- As much of the development area is focused on residential development, [REDACTED] would like the Town to consider a small light industrial/commercial business park node immediately adjacent to the existing commercial node off [REDACTED]
 - [REDACTED] would like the Town to consider an option for a future Light Industrial/Business Park or Mid-Density residential up to the east west road row.
 - This would round off the existing business park off Odessa Drive.
 - If Odessa was considered for Light Industrial/Business Park, a cul de sac could be considered to eliminate residential traffic through the current business park.
 - In the Land Use Schedule and other incidental Schedules, the Secondary Plan Area at Odessa Drive appears to exclude two small land parcels on the south limit. These areas should be included as they are part of the undeveloped [REDACTED] land.
- 



5) Flexibility/Adaptability

- Given the scale of the development area and long-term planning horizon,  would like the Town to consider offering some flexibility in the secondary plan area.
- This would allow developers to adjust to an ever-changing market in both residential, commercial and mixed-use development.
- For example, medium density residential uses allow for a range of designs and so, the final road configuration and servicing arrangements for each parcel should be optimized during the site plan or plan of subdivision approval process.

With this, Valente would like the opportunity to review the current concept plan and comments noted above with the Town in effort to work together in this exciting development area.



c.c. Brian Hillman, Tecumseh - Director of Development Services
Chad Jeffery, Tecumseh - Manager Planning Services and Local Economic Development
Enrico De Cecco, Tecumseh - Senior Planner
Phil Bartnik, Tecumseh - Director Public Works and Engineering Services
Hal Kersey, HRK Realty Services



Herlehy, Laura <lherlehy@dillon.ca>

Re: Tecumseh Hamlet Infrastructure Improvements Municipal Class EA & Functional Design - Draft Review

1 message

Herlehy, Laura <lherlehy@dillon.ca>

Fri, Sep 13, 2024 at 9:57 AM

To: "Macki, Monika (MECP)" <Monika.MacKi@ontario.ca>

Cc: Shane McVitty <smcvitty@tecumseh.ca>, 235735@dillon.ca, Phil Bartnik <pbartnik@tecumseh.ca>, Brian Hillman <bhillman@tecumseh.ca>, cjeffery <cjeffery@tecumseh.ca>, Enrico De Cecco <edececco@tecumseh.ca>

Good Morning Monika

Thank you for responding to this email. We would like to confirm if the timeline if mid-December is tied to the completion of the MTO's testing study?

We understand that MTO is completing a separate environmental testing study in response to the initial findings of the Town's 2023 study. Their study is part of their obligation to ensure that the groundwater leaving their waste disposal site property isn't impacting or impairing the neighbouring properties. We do not know the anticipated completion timeline for that study.

Based on the 2023 study findings, the completed Environmental Assessment has made recommendations for mitigation measures to respond to the presence of this site. This testing was expedited to assist with the development and evaluation of servicing design concepts required to provide municipal servicing for this Secondary Plan area. As recommended in the 2023 Groundwater/Methane study, mitigation measures include an engineered liner along the banks of the proposed stormwater management pond in the vicinity of the MTO site, clay plugs and other precautions for water/wastewater infrastructure near the landfill site, and setbacks for development of sensitive uses. As part of the draft plan stage, developers will need to confirm existing conditions and refine mitigation measures. The MTO's assessment will assist with those refinements during the pre-detailed design stage.

We want to emphasize that this is a comprehensive Environmental Assessment (EA) that encompasses servicing a significant portion of developable areas. We recommend that the review proceed without delay to ensure that any additional feedback on other aspects of the plan can be addressed in a timely manner. The Town has aligned their schedule in keeping with the timeline provided by MECP in previous correspondence. Any opportunity to expedite a formal review would be greatly appreciated.

Please also note that the Town has received provincial funding through the Housing-Enabling Water Systems Fund to support trunk water and wastewater infrastructure required to service the Hamlet's developable lands. The Town is striving to maintain their commitment through this funding to enable lands for development to meet the border need for affordable housing.

Thanks,
Laura



Laura Herlehy
Associate
Dillon Consulting Limited
3200 Deziel Drive Suite 608
Windsor, Ontario, N8W 5K8
T - 519.948.4243 ext. 3216
M - 519.818.3105
LHerlehy@dillon.ca
www.dillon.ca

WE'RE MOVING! - On October 1, 2024 our office will be relocating to 1 Riverside Drive West, Windsor ON, N9A 5K3

On Thu, Sep 12, 2024 at 3:10 PM Macki, Monika (MECP) <Monika.MacKi@ontario.ca> wrote:

Hi Laura,

Thank you so much for giving MECP the opportunity to comment on the Tecumseh Hamlet Infrastructure Improvement EA.

Unfortunately, MECP will not be able to provide comments by October 14. I understand there has been previous discussions regarding the groundwater and methane investigation for the former MTO landfill with Town of Tecumseh and MECP, requiring technical review from MECP technical support staff. To ensure MECP is providing a fulsome review of this EA, technical support staff would review the groundwater/methane implications to the EA. We are looking to have our comments to you by **mid- December**.

I know this timeline may not be ideal, so I really appreciate your understanding!

Thank you,

Monika Macki

Environmental Resource Planner/Environmental Assessment Coordinator

Environmental Assessment Branch

Ministry of the Environment, Conservation and Parks

monika.macki@ontario.ca

From: Herlehy, Laura <lherlehy@dillon.ca>

Sent: Thursday, September 5, 2024 2:23 PM

To: Macki, Monika (MECP) <Monika.Macki@ontario.ca>

Cc: EA Notices to SWRegion (MECP) <eanotification.swregion@ontario.ca>; Badali, Mark (He/Him) (MECP) <Mark.Badali1@ontario.ca>; Shane McVitty <smcvitty@tecumseh.ca>; Phil Bartnik <pbartnik@tecumseh.ca>; Brian Hillman <bhillman@tecumseh.ca>; cjeffery <cjeffery@tecumseh.ca>; Enrico De Cecco <edececco@tecumseh.ca>; Kailee Dickson <kdickson@dillon.ca>; 235735@dillon.ca

Subject: Tecumseh Hamlet Infrastructure Improvements Municipal Class EA & Functional Design - Draft Review

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good Afternoon,

On behalf of the Town of Tecumseh, we would like to provide a draft Environmental Study Report (ESR) for the Tecumseh Hamlet Infrastructure Improvements Municipal Class EA & Functional Design.

Based on previous correspondence with Mark Badali (below) at the MECP, we understand that the MECP is available to complete a review of the draft ESR prior to the completion of this study and issuance of a Notice of Completion.

From a timing perspective, this draft is being shared to various agencies for review. We hope to obtain comments on the study by October 14, 2024. Please confirm if this timing can be accommodated for your review.

Thank you for your response to the letter provided by Mark Badali, dated January 5, 2024, regarding this Environmental Assessment's PIC # 2. To respond to your comments, as part of this Environmental Assessment, the project team has consulted with the Water Quality department at Essex Region Conservation Authority (ERCA) early on in this EA process regarding source water control. Comments were received from ERCA and were used to develop required mitigation measures which are listed in Section 7.1.2 of the Draft Environmental Study Report (EA).

DRAFT REPORT:

(This link will expire in 3 weeks)

Note that technical appendices are excluded from this draft report. If there are any clarifications required, please feel free to contact me.

Thanks,
Laura

Laura Herlehy
Associate
Dillon Consulting Limited
3200 Deziel Drive Suite 608
Windsor, Ontario, N8W 5K8
T - 519.948.4243 ext. 3216
M 519.818. 105
LHerlehy@dillon.ca
www.dillon.ca

On Mon, Jan 15, 2024 at 2:11 PM Badali, Mark (He/Him) (MECP) <Mark.Badali1@ontario.ca> wrote:

Hi Laura,

Thanks for your response.

Also, please be advised that Monika Macki (copied here) is now responsible for coordinating streamlined EA projects in the ministry's Southwest Region, and is taking over as the assigned Regional Environmental Planner for this project and all other projects in this geographical area. Please direct all further correspondence with the ministry for this project to Monika.

Very best wishes,

Mark Badali ([he/him](#)) | Senior Project Evaluator

Environmental Assessment Program Support | Environmental Assessment Branch

Ontario Ministry of the Environment, Conservation and Parks

Mark.Badali1@ontario.ca | (416) 457-2155

From: Herlehy, Laura <lherlehy@dillon.ca>

Sent: January 15, 2024 10:51 AM

To: Badali, Mark (He/Him) (MECP) <Mark.Badali1@ontario.ca>

Cc: smcvitty@tecumseh.ca; Enrico De Cecco <edececco@tecumseh.ca>; EA Notices to SWRegion (MECP)

<eanotification.swregion@ontario.ca>; ewittmann@dillon.ca; Wilson, Marcelina (MECP)

<Marcelina.Wilson@ontario.ca>; Bechard, Marc (MECP) <Marc.Bechard@ontario.ca>; Brier Reid

<breid@dillon.ca>; Avid Banihashemi <abanihashemi@dillon.ca>; Kailee Dickson <kdickson@dillon.ca>

Subject: Re: Notice of Public Information Centre – Tecumseh Hamlet Infrastructure Improvements Municipal Class EA & Functional Design

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Mark,

Thank you for your comments. We will review and get back to you with a response. We will also follow up on an approximate timeline for us to provide the DRAFT EA document to the MECP for review.

Thanks,
Laura

Laura Herlehy

Associate

Dillon Consulting Limited

200 Deziel Drive Suite 608

Windsor, Ontario, N8W 5K8

T 519.948.424 e t. 216

C 519 818 105

F - 519.948.5054

LHerlehy@dillon.ca

www.dillon.ca

On Fri, Jan 5, 2024 at 2:16 PM Badali, Mark (He/Him) (MECP) <Mark.Badali1@ontario.ca> wrote:

Good afternoon,

Thank you for sharing the Notice of Public Information Centre (PIC) #2 with the ministry.

In response to the PIC #2 materials made available on the proponent's website, the ministry offers the attached comments pertaining to source water protection.

Moving forward, please do not send notices to other MECP contacts besides the appropriate Regional EA email address and the assigned Regional Environmental Planner (myself). The reason MECP implemented the regional email address notification procedure (attached) is to create certainty for proponents/consultants on where to send notices and to avoid situations where proponents send notices to multiple contacts in the MECP which complicates internal processes unnecessarily.

Best regards,

Mark Badali ([he/him](#)) | Senior Project Evaluator

Environmental Assessment Program Support | Environmental Assessment Branch

Ontario Ministry of the Environment, Conservation and Parks

Mark.Badali1@ontario.ca | (416) 457-2155

From: Wittmann, Elizabeth <ewittmann@dillon.ca>

Sent: November 29, 2023 2:51 PM

To: Kerr, Ian (MMAH) <Ian.Kerr@ontario.ca>; Harvey, Joseph (MCM) <Joseph.Harvey@ontario.ca>; Barboza, Karla (She/Her) (MCM) <Karla.Barboza@ontario.ca>; Johnson, Ashley (TBS) <Ashley.Johnson@ontario.ca>; EA Notices to SWRegion (MECP) <eanotification.swregion@ontario.ca>; O'Neill, Kathleen (MECP) <Kathleen.Oneill@ontario.ca>; Bechard, Marc (MECP) <Marc.Bechard@ontario.ca>; Source Protection Screening (MECP) <SourceProtectionScreening@ontario.ca>; McCloskey, Amanda (She/Her) (MNRF) <Amanda.McCloskey@ontario.ca>; Southern Region Planning Inbox (MNRF) <SR.Planning@ontario.ca>; Nadeau, Michael (MTO) <Michael.Nadeau@ontario.ca>; Mentley, Ryan (MTO) <Ryan.Mentley@ontario.ca>; Sunderji, Ali (MOH) <Ali.Sunderji@ontario.ca>; Doncaster, Michele (OMAFRA) <michele.doncaster@ontario.ca>; Davidson, Ainsley (IO) <Ainsley.Davidson@infrastructureontario.ca>

Cc: Herlehy, Laura <lherlehy@dillon.ca>; smcvitty@tecumseh.ca; Avid Banihashemi <abanihashemi@dillon.ca>

Subject: Re: Notice of Public Information Centre – Tecumseh Hamlet Infrastructure Improvements Municipal Class EA & Functional Design

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good afternoon,

Thank you to everyone who came out to the Public Information Centre for the Tecumseh Hamlet Infrastructure Improvements Municipal Class EA.

This email is to notify you that the PIC #2 materials are now available for review on the Town's website at <https://www.tecumseh.ca/en/business-and-development/tecumseh-hamlet-secondary-plan.aspx>.

To provide comments or request further information, please respond back to this email or contact one of the project team members listed below. Comments for this PIC are requested by January 5, 2024.

Laura Herlehy, Project Engineer, Dillon Consulting Ltd

Tel: 519-948-4243 Ext. 3216

Email: lherlehy@dillon.ca

Shane McVitty, Development Engineer, Town of Tecumseh

Tel: 519-735-2184 Ext. 180

Email: smcvitty@tecumseh.ca

Enrico De Cecco, Senior Planner, Town of Tecumseh

Tel: 519-735-2184 Ext. 123

Email: edececco@tecumseh.ca

Kind Regards,

Elizabeth

On Fri, Oct 27, 2023 at 10:23 AM Wittmann, Elizabeth <ewittmann@dillon.ca> wrote:

Good morning,

A Municipal Class Environmental Assessment (EA) is underway for the transportation, water, wastewater, and stormwater infrastructure required to service future development opportunities in the Tecumseh Hamlet Secondary Plan area.

On behalf of the Town of Tecumseh, attached please find the Notice of Public Information Centre #2 for the Tecumseh Hamlet Infrastructure Improvements Municipal Class EA. The Public Information Centre is being held November 27, 2023 from 4:00 pm to 7:00 pm at the Tecumseh Recreation Complex and Arena, Centre Ice Room. Additional details are provided in the attached notice.

In addition to the municipal servicing infrastructure design concept, there will be an update on the Town's Tecumseh Hamlet Secondary Plan. This will include details on the proposed expansion and enhancement to McAuliffe Park on Shields St.

PIC # 2 Material will be available for review after November 27, 2023 on the Town's website at www.tecumseh.ca.

If you have any questions or comments about the Project, please respond back to this email or contact the Project team members listed in the notice. The comment period related to this Public Information Session will be open until January 5, 2024.

Kind Regards,

--

Elizabeth Wittmann
Dillon Consulting Limited
51 Breithaupt Street Suite 200
Kitchener, Ontario, N2H 5G5
T - 519.571.9833ext. 3157
ewittmann@dillon.ca
www.dillon.ca

--

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Herlehy, Laura <lherlehy@dillon.ca>

Re: Tecumseh Hamlet Infrastructure Improvements Municipal Class EA & Functional Design - Draft Review

1 message

Herlehy, Laura <lherlehy@dillon.ca>

Fri, Sep 13, 2024 at 4:53 PM

To: "Macki, Monika (MECP)" <Monika.MacKi@ontario.ca>

Cc: Shane McVitty <smcvitty@tecumseh.ca>, "235735@dillon.ca" <235735@dillon.ca>, Phil Bartnik <pbartnik@tecumseh.ca>, Brian Hillman <bhillman@tecumseh.ca>, cjeffery <cjeffery@tecumseh.ca>, Enrico De Cecco <edececco@tecumseh.ca>

Thanks Monika

The Town completed the Schedule C Environmental Assessment for the Infrastructure Servicing of the Tecumseh Hamlet Secondary Plan area which is documented in the ESR provided on Wednesday. The MECP has been notified of this process and Mark Badadi had been involved (see email attached) during the initial stages as we navigated the most appropriate approach to this project. Attached is the Notice of Commencement.

I may have misused the term "comprehensive", my intent was to note that this study was multifaceted in looking at a larger development area with various servicing elements.

Please feel free to let me know if you have any other questions or if we can provide any clarifications that would ease your review.

Thanks,
Laura



Laura Herlehy
Associate
Dillon Consulting Limited
200 Deziel Drive suite 608
Windsor, Ontario, N8W 5K8
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M 519.818. 105
LHerlehy@dillon.ca
www.dillon.ca

WE'RE MOVING! - On October 1, 2024 our office will be relocating to 1 Riverside Drive West, Windsor ON, N9A 5K3

On Fri, Sep 13, 2024 at 10:22 AM Macki, Monika (MECP) <Monika.MacKi@ontario.ca> wrote:

Hi Laura,

Thanks for your response. The mid-December timeline is based on our review capacity.

I am a bit confused by comprehensive EA... are you saying that the Town has conducted a comprehensive EA (formerly known as an Individual EA)?

When is the notice of completion for this MCEA anticipated to be issued?

Thanks,

Monika Macki

Environmental Resource Planner/Environmental Assessment Coordinator

Environmental Assessment Branch

Ministry of the Environment, Conservation and Parks

monika.macki@ontario.ca

From: Herlehy, Laura <lherlehy@dillon.ca>

Sent: Friday, September 13, 2024 9:58 AM

To: Macki, Monika (MECP) <Monika.MacKi@ontario.ca>

Cc: Shane McVitty <smcvitty@tecumseh.ca>; 235735@dillon.ca; Phil Bartnik <pbartnik@tecumseh.ca>; Brian Hillman <bhillman@tecumseh.ca>; cjeffery <cjeffery@tecumseh.ca>; Enrico De Cecco <edececco@tecumseh.ca>

Subject: Re: Tecumseh Hamlet Infrastructure Improvements Municipal Class EA & Functional Design - Draft Review

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good Morning Monika

Thank you for responding to this email. We would like to confirm if the timeline if mid-December is tied to the completion of the MTO's testing study?

We understand that MTO is completing a separate environmental testing study in response to the initial findings of the Town's 2023 study. Their study is part of their obligation to ensure that the groundwater leaving their waste disposal site property isn't impacting or impairing the neighbouring properties. We do not know the anticipated completion timeline for that study.

Based on the 2023 study findings, the completed Environmental Assessment has made recommendations for mitigation measures to respond to the presence of this site. This testing was expedited to assist with the development and evaluation of servicing design concepts required to provide municipal servicing for this Secondary Plan area. As recommended in the 2023 Groundwater/Methane study, mitigation measures include an engineered liner along the banks of the proposed stormwater management pond in the vicinity of the MTO site, clay plugs and other precautions for water/wastewater infrastructure near the landfill site, and setbacks for development of sensitive uses. As part of the draft plan stage, developers will need to confirm existing conditions and refine mitigation measures. The MTO's assessment will assist with those refinements during the pre-detailed design stage.

We want to emphasize that this is a **comprehensive Environmental Assessment (EA)** that encompasses servicing a significant portion of developable areas. We recommend that the review proceed without delay to ensure that any additional feedback on other aspects of the plan can be addressed in a timely manner. The Town has aligned their schedule in keeping with the timeline provided by MECP in previous correspondence. Any opportunity to expedite a formal review would be greatly appreciated.

Please also note that the Town has received provincial funding through the Housing-Enabling Water Systems Fund to support trunk water and wastewater infrastructure required to service the Hamlet's developable lands. The Town is

striving to maintain their commitment through this funding to enable lands for development to meet the border need for affordable housing.

Thanks,

Laura

Laura Herlehy
Associate
Dillon Consulting Limited
3200 Deziel Drive Suite 608
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M 519.818. 105
LHerlehy@dillon.ca
www.dillon.ca

WE'RE MOVING! - On October 1, 2024 our office will be relocating to 1 Riverside Drive West, Windsor ON, N9A 5K3

On Thu, Sep 12, 2024 at 3:10 PM Macki, Monika (MECP) <Monika.MacKi@ontario.ca> wrote:

Hi Laura,

Thank you so much for giving MECP the opportunity to comment on the Tecumseh Hamlet Infrastructure Improvement EA.

Unfortunately, MECP will not be able to provide comments by October 14. I understand there has been previous discussions regarding the groundwater and methane investigation for the former MTO landfill with Town of Tecumseh and MECP, requiring technical review from MECP technical support staff. To ensure MECP is providing a fulsome review of this EA, technical support staff would review the groundwater/methane implications to the EA. We are looking to have our comments to you by **mid- December**.

I know this timeline may not be ideal, so I really appreciate your understanding!

Thank you,

Monika Macki

Environmental Resource Planner/Environmental Assessment Coordinator

Environmental Assessment Branch

Ministry of the Environment, Conservation and Parks

monika.macki@ontario.ca

From: Herlehy, Laura <lherlehy@dillon.ca>

Sent: Thursday, September 5, 2024 2:23 PM

To: Macki, Monika (MECP) <Monika.Macki@ontario.ca>

Cc: EA Notices to SWRegion (MECP) <eanotification.swregion@ontario.ca>; Badali, Mark (He/Him) (MECP) <Mark.Badali1@ontario.ca>; Shane McVitty <smcvitty@tecumseh.ca>; Phil Bartnik <pbartnik@tecumseh.ca>; Brian Hillman <bhillman@tecumseh.ca>; cjeffery <cjeffery@tecumseh.ca>; Enrico De Cecco <edececco@tecumseh.ca>; Kailee Dickson <kdickson@dillon.ca>; 235735@dillon.ca

Subject: Tecumseh Hamlet Infrastructure Improvements Municipal Class EA & Functional Design - Draft Review

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good Afternoon,

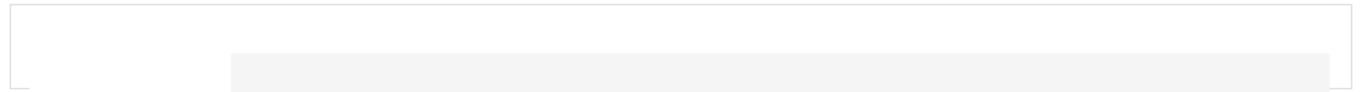
On behalf of the Town of Tecumseh, we would like to provide a draft Environmental Study Report (ESR) for the Tecumseh Hamlet Infrastructure Improvements Municipal Class EA & Functional Design.

Based on previous correspondence with Mark Badali (below) at the MECP, we understand that the MECP is available to complete a review of the draft ESR prior to the completion of this study and issuance of a Notice of Completion.

From a timing perspective, this draft is being shared to various agencies for review. We hope to obtain comments on the study by October 14, 2024. Please confirm if this timing can be accommodated for your review.

Thank you for your response to the letter provided by Mark Badali, dated January 5, 2024, regarding this Environmental Assessment's PIC # 2. To respond to your comments, as part of this Environmental Assessment, the project team has consulted with the Water Quality department at Essex Region Conservation Authority (ERCA) early on in this EA process regarding source water control. Comments were received from ERCA and were used to develop required mitigation measures which are listed in Section 7.1.2 of the Draft Environmental Study Report (EA).

DRAFT REPORT:



(This link will expire in 3 weeks)

Tecumseh Hamlet SPA Infrastructure Improvements ESR

Note that technical appendices are excluded from this draft report. If there are any clarifications required, please feel free to contact me.

Thanks,
Laura

Laura Herlehy
Associate
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M 519.818. 105
LHerlehy@dillon.ca
www.dillon.ca

On Mon, Jan 15, 2024 at 2:11 PM Badali, Mark (He/Him) (MECP) <Mark.Badali1@ontario.ca> wrote:

Hi Laura,

Thanks for your response.

Also, please be advised that Monika Macki (copied here) is now responsible for coordinating streamlined EA projects in the ministry's Southwest Region, and is taking over as the assigned Regional Environmental Planner for this project and all other projects in this geographical area. Please direct all further correspondence with the ministry for this project to Monika.

Very best wishes,

Mark Badali ([he/him](#)) | Senior Project Evaluator

Environmental Assessment Program Support | Environmental Assessment Branch

Ontario Ministry of the Environment, Conservation and Parks

Mark.Badali1@ontario.ca | (416) 457-2155

From: Herlehy, Laura <lherlehy@dillon.ca>

Sent: January 15, 2024 10:51 AM

To: Badali, Mark (He/Him) (MECP) <Mark.Badali1@ontario.ca>

Cc: smcvitty@tecumseh.ca; Enrico De Cecco <edececco@tecumseh.ca>; EA Notices to SWRegion (MECP) <eanotification.swregion@ontario.ca>; ewittmann@dillon.ca; Wilson, Marcelina (MECP)

<Marcelina.Wilson@ontario.ca>; Bechard, Marc (MECP) <Marc.Bechard@ontario.ca>; Brier Reid

<breid@dillon.ca>; Avid Banihashemi <abanihashemi@dillon.ca>; Kailee Dickson <kdickson@dillon.ca>

Subject: Re: Notice of Public Information Centre – Tecumseh Hamlet Infrastructure Improvements Municipal Class EA & Functional Design

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Mark,

Thank you for your comments. We will review and get back to you with a response. We will also follow up on an approximate timeline for us to provide the DRAFT EA document to the MECP for review.

Thanks,

Laura

Laura Herlehy

Associate

Dillon Consulting Limited

200 Deziel Drive suite 608

Windsor, Ontario, N8W 5K8

T 519.948.424 e t. 216

C 519 818 105

F - 519.948.5054

LHerlehy@dillon.ca

www.dillon.ca

On Fri, Jan 5, 2024 at 2:16 PM Badali, Mark (He/Him) (MECP) <Mark.Badali1@ontario.ca> wrote:

Good afternoon,

Thank you for sharing the Notice of Public Information Centre (PIC) #2 with the ministry.

In response to the PIC #2 materials made available on the proponent's website, the ministry offers the attached comments pertaining to source water protection.

Moving forward, please do not send notices to other MECP contacts besides the appropriate Regional EA email address and the assigned Regional Environmental Planner

(myself). The reason MECP implemented the regional email address notification procedure (attached) is to create certainty for proponents/consultants on where to send notices and to avoid situations where proponents send notices to multiple contacts in the MECP which complicates internal processes unnecessarily.

Best regards,

Mark Badali ([he/him](#)) | Senior Project Evaluator

Environmental Assessment Program Support | Environmental Assessment Branch

Ontario Ministry of the Environment, Conservation and Parks

Mark.Badali1@ontario.ca | (416) 457-2155

From: Wittmann, Elizabeth <ewittmann@dillon.ca>

Sent: November 29, 2023 2:51 PM

To: Kerr, Ian (MMAH) <Ian.Kerr@ontario.ca>; Harvey, Joseph (MCM) <Joseph.Harvey@ontario.ca>; Barboza, Karla (She/Her) (MCM) <Karla.Barboza@ontario.ca>; Johnson, Ashley (TBS) <Ashley.Johnson@ontario.ca>; EA Notices to SWRegion (MECP) <eanotification.swregion@ontario.ca>; O'Neill, Kathleen (MECP) <Kathleen.Oneill@ontario.ca>; Bechard, Marc (MECP) <Marc.Bechard@ontario.ca>; Source Protection Screening (MECP) <SourceProtectionScreening@ontario.ca>; McCloskey, Amanda (She/Her) (MNRF) <Amanda.McCloskey@ontario.ca>; Southern Region Planning Inbox (MNRF) <SR.Planning@ontario.ca>; Nadeau, Michael (MTO) <Michael.Nadeau@ontario.ca>; Mentley, Ryan (MTO) <Ryan.Mentley@ontario.ca>; Sunderji, Ali (MOH) <Ali.Sunderji@ontario.ca>; Doncaster, Michele (OMAFRA) <michele.doncaster@ontario.ca>; Davidson, Ainsley (IO) <Ainsley.Davidson@infrastructureontario.ca>
Cc: Herlehy, Laura <lherlehy@dillon.ca>; smcvitty@tecumseh.ca; Avid Banihashemi <abanihashemi@dillon.ca>

Subject: Re: Notice of Public Information Centre – Tecumseh Hamlet Infrastructure Improvements Municipal Class EA & Functional Design

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good afternoon,

Thank you to everyone who came out to the Public Information Centre for the Tecumseh Hamlet Infrastructure Improvements Municipal Class EA.

This email is to notify you that the PIC #2 materials are now available for review on the Town's website at <https://www.tecumseh.ca/en/business-and-development/tecumseh-hamlet-secondary-plan.aspx>.

To provide comments or request further information, please respond back to this email or contact one of the project team members listed below. Comments for this PIC are requested by January 5, 2024.

Laura Herlehy, Project Engineer, Dillon Consulting Ltd

Tel: 519-948-4243 Ext. 3216

Email: lherlehy@dillon.ca

Shane McVitty, Development Engineer, Town of Tecumseh

Tel: 519-735-2184 Ext. 180

Email: smcvitty@tecumseh.ca

Enrico De Cecco, Senior Planner, Town of Tecumseh

Tel: 519-735-2184 Ext. 123

Email: edececco@tecumseh.ca

Kind Regards,

Elizabeth

On Fri, Oct 27, 2023 at 10:23 AM Wittmann, Elizabeth <ewittmann@dillon.ca> wrote:

Good morning,

A Municipal Class Environmental Assessment (EA) is underway for the transportation, water, wastewater, and stormwater infrastructure required to service future development opportunities in the Tecumseh Hamlet Secondary Plan area.

On behalf of the Town of Tecumseh, attached please find the Notice of Public Information Centre #2 for the Tecumseh Hamlet Infrastructure Improvements Municipal Class EA. The Public Information Centre is being held November 27, 2023 from 4:00 pm to 7:00 pm at the Tecumseh Recreation Complex and Arena, Centre Ice Room. Additional details are provided in the attached notice.

In addition to the municipal servicing infrastructure design concept, there will be an update on the Town's Tecumseh Hamlet Secondary Plan. This will include details on the proposed expansion and enhancement to McAuliffe Park on Shields St.

PIC # 2 Material will be available for review after November 27, 2023 on the Town's website at www.tecumseh.ca.

If you have any questions or comments about the Project, please respond back to this email or contact the Project team members listed in the notice. The comment period related to this Public Information Session will be open until January 5, 2024.

Kind Regards,

--

Elizabeth Wittmann
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2 attachments



RE_ Town of Tecumseh, MCEA, THSPA infrastructure Improvements EA Functional Design 041223.pdf
271K



Notice of Study Commencement and PIC - Tecumseh Hamlet Servicing.pdf
419K



The Corporation of the Town of Tecumseh

September 23, 2024

EMAILED September 23, 2024

The Corporation of the City of Windsor
Infrastructure Services
1266 McDougall Avenue
Windsor, ON N8X 3M7

Attention: Mr. David Simpson, P.Eng., PMP
Commissioner of Infrastructure Services/City Engineer

RE: Tecumseh Hamlet Secondary Plan Transportation Study Addendum

Dear Mr. Simpson,

The Town is in receipt of the City's letters dated August 6, 2024 and September 19, 2024 regarding the Tecumseh Hamlet Secondary Plan Transportation Study Addendum (June 12, 2024). The Town's Consultant, Dillon Consulting, has reviewed the City's inquiries and questions and has prepared the attached response.

The attached letter reaffirms the original analysis that the Banwell Road corridor will be able to support the projected traffic generated from the Tecumseh Hamlet Secondary Plan during the AM and PM peak half hours that coincide with the shift changes at the LG / Stellantis EV Battery Plant.

Should you have any additional questions please do not hesitate to contact me.

Regards,

Phil Bartnik, P.Eng.
Director Public Works & Engineering Services
The Corporation of the Town of Tecumseh

Attachment: Dillon Consulting Letter dated September 20, 2024

cc: Joe Mancina – Chief Administrative Officer, City of Windsor
Shawna Boakes – Executive Director Operations / Deputy City Engineer, City of Windsor
Margaret Misek-Evans – Chief Administrative Officer, Town of Tecumseh
Brian Hillman – Director Development Services, Town of Tecumseh



September 20, 2024

VIA EMAIL ONLY

Corporation of the Town of Tecumseh
917 Lesperance Road
Tecumseh, Ontario
N8N 1W9

Attention: Mr. Phil Bartnik, P.Eng.
Dir. Public Works & Eng. Services

3200 Deziel Drive
Suite 608
Windsor, Ontario
Canada
N8W 5K8
Telephone
519.948.5000
Fax
519.948.5054

***Tecumseh Hamlet Secondary Plan Area
Transportation Impact Study Addendum - City of Windsor Comments***

Dear Mr. Bartnik:

The purpose of this letter is to provide clarity on items outlined in the City of Windsor's letter dated August 6, 2024, regarding the Tecumseh Hamlet Secondary Plan Area (THSPA) Transportation Study Addendum dated June 12, 2024 (2024 Hamlet TIS), prepared by Dillon Consulting Limited (Dillon).

We hope that the summary provides necessary clarifications.

GENERAL COMMENTS

- The THSPA Transportation Study Addendum dated June 12, 2024 (2024 Hamlet TIS), is an addendum to the Tecumseh Hamlet Secondary Plan Area Transportation Study, dated January 2015. This 2015 study was used as the basis for the design and development of the Banwell Road Corridor Environmental Assessment (2016) (Banwell Road EA) solution as noted in the EA document, Section 1.3, # 9. The 2024 Hamlet TIS outlines the potential impact of traffic generated by the development of the Tecumseh Hamlet on the surrounding transportation infrastructure. In addition to existing development within the Tecumseh Hamlet, there are two Secondary Plan areas that are planned for development including the Tecumseh Hamlet Secondary Plan Area (THSPA) and the Manning Road Secondary Plan Area (MRSPA). More information on the scope of assessment can be referenced in Section 1.2.1 of the Hamlet TIS.



- The projected traffic level of service (LOS) for the Banwell Road corridor was assessed on behalf of the City of Windsor (City) in 2023, by Dillon, and detailed in a traffic assessment completed for the LG / Stellantis EV battery plant (2023 Battery Plant TIS). Results of this analysis will be referred to as “Original” within the remainder of this letter. Subsequently, the analysis was updated in 2024 to reflect the latest land use plan and population projections for the THSPA and MRSPA and is detailed in the 2024 Hamlet TIS memo. The 2024 analysis results will be referred to as “Updated” within the remainder of this letter. **Figures 3 and 4**, within the 2024 Hamlet TIS memo, provide a comparison of the projected intersection movement volumes under two scenarios:
 - **Original Volumes (2023 Analysis):** **Figure 3** presents the future volumes that were assessed in the February 2023 traffic impact study for the LG / Stellantis EV battery plant. These volumes reflect the projected full build-out of the Tecumseh Hamlet per the draft land use plans, layout and population / GFA projections available at the time of that assessment. The referenced draft plans were not final, nor had they been officially adopted by Town of Tecumseh Council at that time. The Tecumseh Hamlet volumes in this scenario are consistent with those that were applied in the Banwell Road EA.
 - **Updated Volumes (2024 Analysis):** **Figure 4** presents the future volumes that were revised to reflect the Town’s proposed updated land use designations and population projections for the THSPA and MRSPA. These plans were updated based on the following factors:
 - Considerable stakeholder engagement to reflect current market demands;
 - Meeting provincial commitments to achieve housing goals;
 - Updating commercial and institutional land uses to support the higher population targets; and
 - Incorporating feedback received from extensive public consultation.Revisions to the plans are listed in Section 2.1 of the 2024 Hamlet TIS.
- The updated analysis found that, provided that Banwell Road Improvements are constructed, the Banwell Road corridor will be able to support the projected traffic generated from the THSPA. The overall intersection levels of service under ultimate conditions are acceptable, under typical industry standards, ranging between LOS B to C during the AM and PM peak half hours that coincide with shift changes at the LG / Stellantis EV battery plant (see **Table A**). As described in the 2024 Hamlet TIS, some modifications to the Banwell Road intersection designs are recommended to accommodate the



increased traffic projections associated with the updated THSPA plan. These recommended modifications are considered minor in nature and include:

- Changing the lane configuration on the South Terminal ramp (west leg) to convert one of the exclusive left turn lanes to a shared through / left turn lane, and widening Gouin Street, east of Banwell Road (east leg), to provide a second receiving lane along with the inclusion of a Right-in/Right out driveway, if warranted, as discussed in more detail as part of the response to the City's Question #3; and
 - Providing dual eastbound to northbound left turn lanes at the LG / Stellantis EV battery plant exits (the potential need for which was also previously identified within the City's original 2023 Battery Plant TIS). From an implementation perspective, these left turn lane modifications would be triggered in the future when the volume of traffic warrants these adjustments as noted in the 2024 Hamlet TIS.
- The analyses and conclusions in both the City's 2023 Battery Plant TIS and the 2024 Hamlet TIS conservatively reflects "peak of peak" conditions, a half-hour period when battery plant shift change traffic will be concentrated, in contrast, to typical the assessments where volumes over a full hour are used for analysis. This results in higher peaks over a shorter duration. For the majority of the day, there will be considerably less traffic traveling to and from the battery plant and the levels of service will be better with the level of service of each intersection anticipated to be in the range of A to B (delay of 20 seconds/vehicle or less).



Table A: Overall Level of Service Comparison

Intersection	Overall Level of Service (Future Traffic)					
	Early AM Peak		Late AM Peak		PM Peak	
	Original	Updated	Original	Updated	Original	Updated
South Terminal Ramp (Gouin St)	C	B	B	C	C	C
Banwell Road /Maisonneuve Street	B (Single EB LT)	C (Single EB LT)	A (Single EB LT)	B (Single EB LT)	D (Single EB LT)	C (Single EB LT)
		C (Dual EB LT)		B (Dual EB LT)		C (Dual EB LT)
Banwell Road/ Intersection Road	C (Single EB LT)	C (Single EB LT)	B (Single EB LT)	B (Single EB LT)	B (Single EB LT)	C (Single EB LT)
		C (Dual EB LT)		B (Dual EB LT)		C (Dual EB LT)



Figure 3: Total Future Volumes, Original Tecumseh Hamlet / MRSPA Concepts

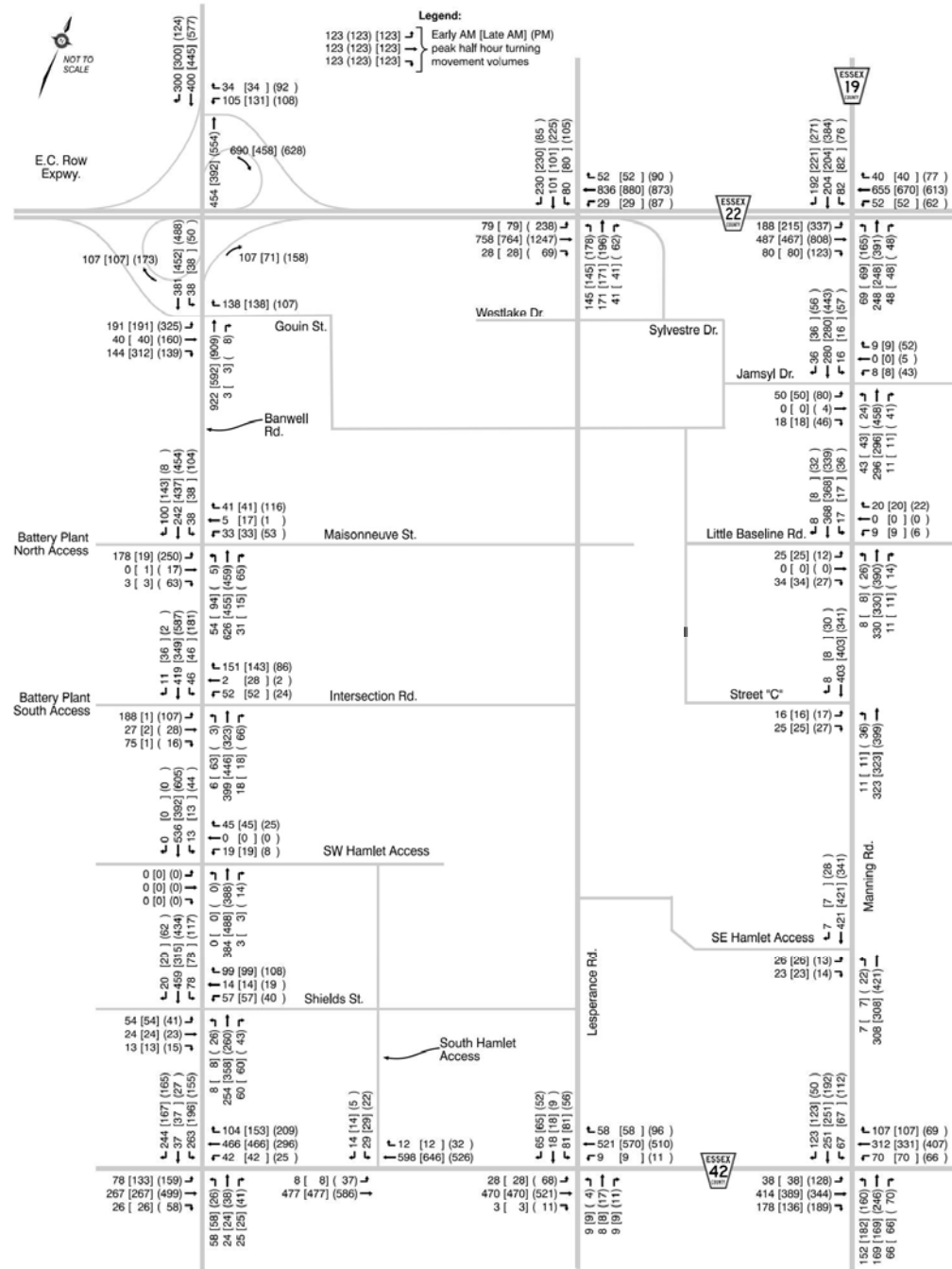
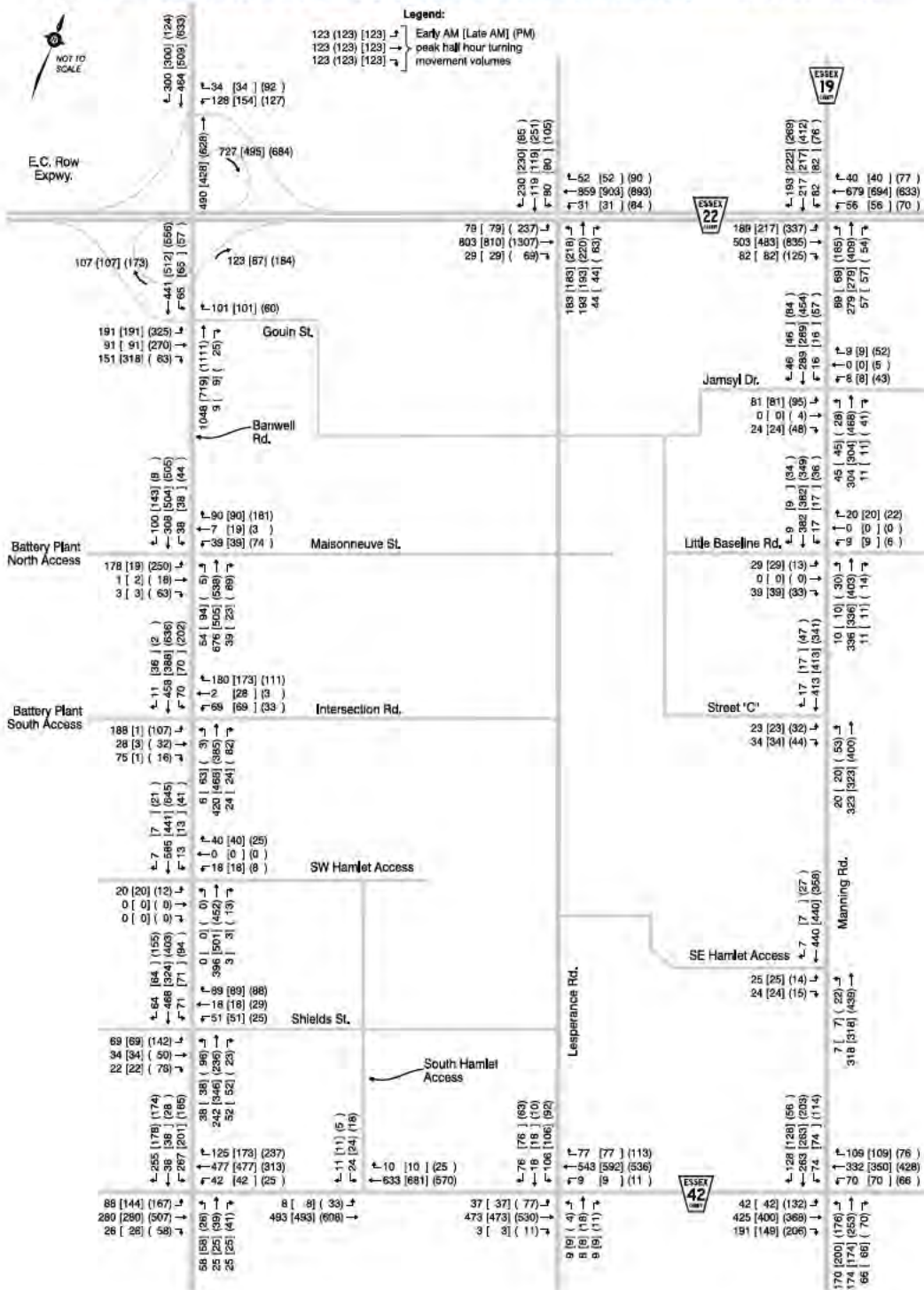




Figure 4: Total Future Volumes, Updated Tecumseh Hamlet / MRSPA Concepts





Question 1 (City)

1. Did Dillon consider the impact of induced traffic from Manning Road and Lesperance when projecting future volumes and calculating LOS on Banwell at the interchange? With the LOS at both of these intersections, there is concern that more traffic than projected will travel the Banwell corridor as this would become the more favourable route to access CR22, i.e. an interchange with signals only at the one ramp would be preferable over waiting at a traffic signal at the other 2 locations.

The County of Essex (County) is the road authority for the segment of County Road 22 (CR22), east of the E.C Row/Banwell Interchange and should be engaged on discussions associated with concerns related to the movement of traffic prior to the implementation of necessary upgrades to that roadway and the impacts on the City's road network.

The response below is consistent with the Town's 2024 Hamlet TIS assessment which has made assumptions on the County's potential road network improvements; however it should be noted that those improvements are managed by the County.

- Yes, the levels of service for the Manning Road (also known as County Road 19) and Lesperance Road intersections with CR22 were assessed. Both the 2023 Original and 2024 Updated assessments show that these intersections will operate poorly when no improvements are made at these intersections. To provide some marginal operational improvements to those intersections, interim at-grade improvements were tested, which included widening CR22 to 6 lanes through the intersections with Lesperance Road and Manning Road, widening the north and south legs of the Manning Road/CR22 intersection to accommodate two exclusive through lanes and the addition of a dedicated northbound right turn lane. There are many factors contributing to traffic pressures at these intersections, including the THSPA and MRSPA but also including the battery plant and other development in Windsor and the County; the need for improvements to these intersections has been long recognized through previous planning studies and EAs that have been undertaken over the past 15 years.
- We understand that the County of Essex is actively seeking funding sources for the improvements to the CR22/CR19 and the CR22/Lesperance intersections, however the timeline is dependant on funding availability. It is the Town's understanding that:
 - Phase 1 of CR19 (south of CR22) is currently under design and is anticipated to be constructed in 2025/2026, with additional phases taking place in subsequent years, working from north to south on



- CR19 from CR22 to Highway No.3. The CR19 improvements include road widening from 2-lanes to 4/5-lanes.
 - To date, a report was brought to County council, October 18, 2023, on their capacity expansion program, along with a separate report on a financial strategy for funding the expansion program on September 4, 2024.
 - The County made a presentation as a delegation to the Ministry of Infrastructure at the most recent Association of Municipalities of Ontario (AMO) conference for funding of the CR22/Lesperance and the CR22/CR19 interchanges, as these are a high priority for the County.
- Although outside the Town's control, it is anticipated that development within the Tecumseh Hamlet would start in the northern portions of the THSPA and MRSPA. The buildout of the northern residential portions of the THSPA and MRSPA are expected to occur over the next 5 years (2025-2030), with commercial development in these areas potentially being built over a longer period of time. It is anticipated that staging of the County's capacity program on CR43 (City limits to south of CR42), CR42 (from the City limits to CR19), CR22 (from the City limits to CR19) and CR19 (from CR22 to Highway No.3), and development will occur incrementally. It should be acknowledged that the County has already commenced a number of these improvement projects.
- The Town will be implementing interim improvements at the Lesperance Road and CR22 (NB RT) intersection. This modification was not included in the assessment described in the 2024 Hamlet TIS and will provide improvements to the northbound right turn movement. The implementation of the Westlake Drive Extension (connection between Lesperance Road to Manning Road via Sylvestre Drive) is anticipated in 2025/2026 which forms part of the CR19 (Manning Road) and CR22 Improvement Environmental Study and Preliminary Design Report (Nov 2028) recommended solution for the CR22/Lesperance intersection.
- The 2024 Hamlet TIS is based on peak half-hour conditions prior to, or following shift change times at the battery plant, when conditions on Banwell Road will be heavily influenced by surges of battery plant employee traffic. Banwell may be a less favourable alternate route at those times. Outside shift change times, there will be less background traffic on Banwell Road and there would be a greater ability to accommodate traffic.



Question 2 (City)

2. Has Dillon or the Town investigated any traffic calming and/or diversion methods within the Hamlet to encourage drivers to use different and more appropriate routes? For example, the intersections of Banwell at Maisonneuve Street and Banwell at Intersection Road have an initial projected LOS values that are very low. While understanding that some signal timings can be adjusted as traffic patterns change, often the change in real life scenarios does not actually make a significant impact. What methods can be used to encourage drivers to utilize different accesses in order to increase the LOS at these locations?
- The assignment of Hamlet traffic is consistent with what was applied in previous traffic studies (including the 2015 Hamlet TIS, the 2016 Banwell Road EA and the 2023 Battery Plant TIS), except that some routes were adjusted to reflect the uncertainty around the Lesperance Road and CR19 interchanges with CR22. The assignment reflects factors such as the availability and attractiveness of certain routes, and the location of development blocks within the Hamlet (e.g., the commercial blocks and higher-density residential blocks are situated adjacent to Banwell Road).
 - The LOS for the Maisonneuve/Banwell and Intersection/Banwell intersections, in the 2023 Battery Plant TIS, are anticipated to operate at a good level of service (LOS A to B) at most times. The 2023 Battery Plant study noted that during the most constrained peaks, an overall level of service of D and C, for each intersection respectively, is anticipated (See Table A). These results represent the operations when only one EB LT is implemented. The 2023 Battery Plant noted that implementing a dual left turn lane can be considered in the future to accommodate variability with the peak hour and/or reduce outbound queue lengths, under ultimate build-out conditions. The 2024 Hamlet TIS confirms that under ultimate development a dual EB LT movement lane should be implemented as it would result in an anticipated LOS C at those intersections.
 - Some Hamlet traffic (primarily east-oriented trips) have been assumed to use Lesperance Road. Banwell Road is the most appropriate route for west-oriented movements and, per the 2016 Banwell Road EA, traffic assessments and subsequent studies, west-oriented trips are anticipated to favour Banwell Road due to the more direct routing and less appropriate routing option of Lesperance Road.
 - Significant additional diversion of Hamlet traffic to Lesperance Road is not considered a feasible option. The 2016 Banwell Road EA spoke to the potential diversion of traffic away from Banwell Road to Lesperance Road, the next north-south corridor to the east. It concluded that this would not be a viable alternative, as diverting traffic from Banwell Road would require widening of the Lesperance



Road corridor (Section 5.3.2). Lesperance Road is classified as a Collector Road per the Town's Transportation Master Plan (2017).

- The Town has a Complete Streets Guideline that can be referenced as development progresses to reduce impact on existing internal streets and promote traffic calming.
- The intent of the mixed land use concept for the Tecumseh Hamlet Secondary Plan is to enable residents to access commercial and other facilities more locally, reducing outside travel, making alternative modes of transportation (i.e., active transportation modes, transit, etc.) more viable and reducing reliance on motorized vehicles.

Question 3 (City)

3. At the meeting with Dillon on July 12, 2024, it was noted that there was consideration for a right-in-right-out configuration from one of the proposed anchor commercial sites adjacent to Banwell, with access onto Banwell. It did not appear to be discussed in the TIS, can Dillon confirm if this was included in the projections on Banwell and what the impact was? Specially the concern is that if there is already a significant volume of traffic on Banwell at peak times, and a large number of vehicles are exiting from the RIRO, this will change the pattern of traffic at the South Ramp Terminal and possibly decrease safety on Banwell. Additionally, there is no room in this area for a deceleration lane into the RIRO and therefore depending on volume expected at this site, it may not be supported by the City without that lane, to which there is no property at this time.

- Yes, the right-in/right-out (RI/RO) driveway was considered in the Updated Volumes (2024 Hamlet TIS) and is listed in Section 2.3, 4th paragraph of the 2024 Hamlet TIS document.
- While the traffic analyses estimated traffic volumes on a potential RI/RO driveway and recommended that a RI/RO be considered, the need and location of a RI/RO for the commercial block fronting Banwell Road has not been confirmed as there has not yet been an application for this block. The potential traffic demand on a RI/RO will depend on the specific commercial generator, and factors such as the orientation of the proposed buildings, parking areas and major drive aisles.
- Due to the nature of the associated commercial land use type, it is anticipated that this will not have concentrated exit/entry volumes and that movements will not correspond to typical AM and PM peak timeframes.
- Right turn acceleration/deceleration lanes have not been identified as a need for this RI/RO driveway at this time. Certainty on the location and extent of these types of lanes can only be determined once a development proposal comes forward. When development proposals come forward, Tecumseh, working with the developer/property owner, would coordinate with the City for approval of the RI/RO location, the need for auxiliary lanes, necessary



traffic impact analysis, and property acquisition. It is noted a similar RI/RO driveway for the battery plant located on the west side of Banwell Road does not require these auxiliary lanes.

CLOSURE

In summary, and to respond to the City's concerns outlined in their August 6, 2024, letter, we would like to reaffirm that the Banwell Road corridor will be able to support the projected traffic generated from the Tecumseh Hamlet Secondary Plan. This conservative assessment assessed traffic during "peak of peak" conditions when battery plant traffic will be most concentrated. Under these conditions, the updated population projections and land use can be accommodated along the Banwell Road corridor with the addition of the intersection changes, including:

- Modifications to the left turn/eastbound through lane at the South Terminal/Gouin Street intersection.
- The implementation of a right-in/right-out driveway access for future commercial lands east of Banwell (if required); and
- the Future dual eastbound left turn lanes at the battery plant driveways corresponding to the Maisonneuve Street and Intersection Road intersections that was previously identified within the 2023 Battery Plant TIS.

The proposed corridor modifications are designed such that the overall intersection levels of service under ultimate conditions are acceptable, under typical industry standards, ranging between LOS B to C during the AM and PM peak half hours that coincide with shift changes at the LG / Stellantis EV battery plant.

We would be happy to discuss in more detail. Please contact the undersigned at lherlehy@dillon.ca or by cell phone at 519-818-3105.

Sincerely,

DILLON CONSULTING LIMITED

Laura Herlehy, P.Eng.
Project Manager

Brent Hooton, Dipl.T.
Transportation Planner

CC: Brian Hillman, Director Development Services, Town of Tecumseh



planning@erca.org

P.519.776.5209

F.519.776.8688

360 Fairview Avenue West
Suite 311, Essex, ON N8M 1Y6

September 17, 2024

Mr. Robert Auger

Director, Legislative Services & Clerk

917 Lesperance Road

Tecumseh, ON

Dear Mr. Robert Auger:

RE: Proposed Official Plan Amendment for Tecumseh Hamlet Secondary Plan

Thank you for the opportunity to comment on the proposed Official Plan Amendment (OPA) for the Tecumseh Hamlet Secondary Plan (THSP).

We understand that the purpose of the THSP is to establish a detailed planning framework for the development of lands that are currently designated "Future Development" in the Tecumseh North Settlement Area of the Official Plan. The lands subject to the THSP are generally delineated by County Road 22 to the north, County Road 19/Manning Road to the east, County Road 42 to the south and Banwell Road to the west and are situated between the City of Windsor to the west and the Municipality of Lakeshore to the east. These lands are a composite of primarily large undeveloped lands that are currently farmed. In addition, there are a number of natural heritage areas and existing homes.

Please be advised that the Tecumseh Hamlet Secondary Plan area encompasses multiple regulated watercourses. Stormwater management to ensure flood control and avoidance of downstream impacts is generally subject to local Conservation Authority approval. Any proposed works within the Limits of Regulated Area (LORA), or that may have an impact on the receivers subject to ERCA regulation, generally require the issuance of a permit from ERCA in accordance with the applicable Section 28 Regulation under the *Conservation Authorities Act*, or an approval based on Conditions under the *Planning Act*.

Our office has reviewed the materials provided with the proposed Official Plan Amendment, and we have no concerns to note at this time. We understand that a Schedule 'C' Municipal Class Environmental Assessment (EA) is presently underway in parallel with the proposed Tecumseh Hamlet Secondary Plan Official Plan Amendment. Should our office become aware of any issues or concerns through our review of this EA that may have potential impacts to policies in the Tecumseh Hamlet Secondary Plan, we will provide comments to the Town of Tecumseh in a timely manner.

Mr. Robert Auger
September 17, 2024

If you have any questions or require any additional information, please contact the undersigned.

Sincerely,



Alicia Good
Watershed Planner
/ag

CC: Shane Mc Vitty – smcvitty@tecumseh.ca
Enrico De Cecco – edececco@tecumseh.ca



Herlehy, Laura <lherlehy@dillon.ca>

FW: Town of Tecumseh (Town) Hamlet Study

1 message

Brian Hillman <bhillman@tecumseh.ca>

Tue, Dec 10, 2024 at 2:28 PM

To: Chad Jeffery <cjeffery@tecumseh.ca>, Enrico De Cecco <edececco@tecumseh.ca>, Shane McVitty <smcvitty@tecumseh.ca>, "Herlehy, Laura" <lherlehy@dillon.ca>, Dorsa Jalalian <DJalalian@dialogdesign.ca>
Cc: Phil Bartnik <pbartnik@tecumseh.ca>

To all, FYI.

Enrico, please make sure this get's e-filed.

Thx,

Brian.

From: Simpson, David <dsimpson@citywindsor.ca>**Sent:** December 10, 2024 2:22 PM**To:** Phil Bartnik <pbartnik@tecumseh.ca>**Cc:** Margaret Misk Evans <mevans@tecumseh.ca>; Brian Hillman <bhillman@tecumseh.ca>; Mancina, Joe <jmancina@citywindsor.ca>; McGuire, Stacey (She/Her) <smcguire@citywindsor.ca>; Winters, Patrick <pwinters@citywindsor.ca>; Day, Ian <iday@citywindsor.ca>**Subject:** RE: Town of Tecumseh (Town) Hamlet Study

Hi Phil

Thank you for this correspondence.

Regarding the proposed anchor commercial property and any other future development requiring access to Banwell Road, the City of Windsor should be circulated for comment on any development application related to said lands. The potential traffic demand on a RI/RO will depend on the specific commercial generator, and factors such as the orientation of the proposed buildings, parking areas and major drive aisles. This aspect will need to be revised along with the need for acceleration/deceleration lane needs at the time of any future applications for the sites adjacent to Banwell and the City of Windsor may or may not allow for the construction of the RI/RO.

Should improvements be required to Banwell Road (e.g. access, deceleration lanes etc), the applicant will be required to apply for and obtain a City of Windsor Right-of-way Permit, including any associated fees, securities, design approvals, traffic control plans and insurance requirements or any other requirement of said permit.

Kind Regards

David

David Simpson P.Eng., PMP (he/him)

Commissioner of Infrastructure Services / City Engineer

Infrastructure Services

1266 McDougall Ave. | Windsor, ON | N8X 3M7

Office: (519) 255-6100 ext. 6356

Cell: (519) 819-9218

From: Phil Bartnik <pbartnik@tecumseh.ca>

Sent: Monday, September 23, 2024 10:23 AM

To: Simpson, David <dsimpson@citywindsor.ca>

Cc: Margaret Misk-Evans <mevans@tecumseh.ca>; Brian Hillman <bhillman@tecumseh.ca>; Boakes, Shawna <sboakes@citywindsor.ca>; Mancina, Joe <jmancina@citywindsor.ca>

Subject: RE: Town of Tecumseh (Town) Hamlet Study

Some people who received this message don't often get email from pbartnik@tecumseh.ca. [Learn why this is important](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning David,

Please see the attached response to the City's letters dated August 6, 2024 and September 19, 2024 re: the Tecumseh Hamlet Secondary Plan Transportation Study.

Thank you,

Phil Bartnik, P.Eng.

Director Public Works & Engineering Services

From: Vivier, Paula <pvivier@citywindsor.ca>

Sent: August 7, 2024 9:29 AM

To: Phil Bartnik <pbartnik@tecumseh.ca>

Cc: Simpson, David <dsimpson@citywindsor.ca>

Subject: Town of Tecumseh (Town) Hamlet Study

Sending on behalf of David Simpson, Commissioner of Infrastructure Services/City Engineer

Please see attached letter from the City of Windsor regarding the Town of Tecumseh (Town) Hamlet Secondary Plan Transportation Study Addendum.

A hardcopy will follow via Canada Post

Thank you,

Paula Vivier | Executive Administrative Assistant to the Commissioner of Infrastructure Services



Infrastructure Services

1266 McDougall Ave. | [Windsor, ON | N8X 3M7](#)

(519) 255-6247 ext. 6010

pvivier@citywindsor.ca

citywindsor.ca

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Phil Bartnik
Director Public Works & Engineering Services
pbartnik@tecumseh.ca



Town of Tecumseh - 917 Lesperance Rd. - Tecumseh, ON. - N8N1W9
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Brian Hillman
Director Development Services
bhillman@tecumseh.ca
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2024-09-23 Tecumseh Hamlet TIS - Town Letter.pdf
2009K



Herlehy, Laura <lherlehy@dillon.ca>

RE: Tecumseh Hamlet Infrastructure Improvements Municipal Class EA & Functional Design - Draft Review

1 message

Macki, Monika (MECP) <Monika.MacKi@ontario.ca>
To: "Herlehy, Laura" <lherlehy@dillon.ca>

Thu, Dec 12, 2024 at 11:02 AM

Hi Laura,

Thank you for providing the MECP with the draft ESR report for the Town of Tecumseh's Tecumseh Hamlet Secondary Plan Area EA. Please find attached MECP comments.

We look forward to your response.

Thank you,

Monika Macki

Environmental Resource Planner/Environmental Assessment Coordinator

Environmental Assessment Branch

Ministry of the Environment, Conservation and Parks

monika.macki@ontario.ca

From: Herlehy, Laura <lherlehy@dillon.ca>**Sent:** Friday, December 6, 2024 10:06 AM**To:** Macki, Monika (MECP) <Monika.MacKi@ontario.ca>**Subject:** Re: Tecumseh Hamlet Infrastructure Improvements Municipal Class EA & Functional Design - Draft Review**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Thanks Monika for reaching out yesterday, I am also responding to your previous email below.

A more detailed study that addresses D-4 Land Use on or Near Landfill and Dumps (D-4 series guideline) will not be undertaken as part of this Environmental Assessment. Upon draft plan of subdivision and/or preliminary design stages, if a study is necessary, it will be undertaken at that time.

Regarding Appendix G - we can follow up with a compiled document in the next approximately 2 weeks that includes consultation undertaken to date.

Thanks,
Laura

Laura Herlehy
Associate
Dillon Consulting Limited
1 Riverside Drive West, 12th floor
Windsor, Ontario, N9A 5K3
T 519.948.424 e t. 216
M - 519.818.3105
LHerlehy@dillon.ca
www.dillon.ca

On Wed, Nov 20, 2024 at 1:54 PM Macki, Monika (MECP) <Monika.Macki@ontario.ca> wrote:

Hi Laura,

Would just like to follow up with this project to see if there is a corrected appendix master report that can be provided? As well, can a copy of Appendix G be provided?

The groundwater and methane investigation indicated that it was understood that it was just a preliminary investigation and does not fulfill the requirements of the D-4 Land Use on or Near Landfill and Dumps (D-4 series guideline). Is there any sort of study or assessment that is being done fulfilling the requirements of D-4 Series Guideline?

Thank you,

Monika Macki

Environmental Resource Planner/Environmental Assessment Coordinator

Environmental Assessment Branch

Ministry of the Environment, Conservation and Parks

monika.macki@ontario.ca

From: Macki, Monika (MECP)

Sent: Wednesday, September 11, 2024 11:25 AM

To: Herlehy, Laura <lherlehy@dillon.ca>

Subject: RE: Tecumseh Hamlet Infrastructure Improvements Municipal Class EA & Functional Design - Draft Review

Hi Laura,

Thanks for sending this!

I've downloaded the report and appendix master report. I've noticed that the appendix title pages and the actual reports seems to be mixed up in the appendix master report. For example, Appendix A, Groundwater and methane investigation's title page is the first page of the document, but the 2nd page is the natural heritage report, and the actual groundwater/methane report doesn't appear until p. 48. The other appendices seems to be mixed up similarly.

Can you please send me an organized version of the appendix master report?

Can you also include Appendix G? Consultation with the public, agencies and indigenous communities is an important aspect of the MCEA process, so we would like to review it to provide a fulsome review of the draft ESR.

Thank you!

Monika Macki

Environmental Resource Planner/Environmental Assessment Coordinator

Environmental Assessment Branch

Ministry of the Environment, Conservation and Parks

monika.macki@ontario.ca

**Ministry of the Environment,
Conservation and Parks**

**Ministère de l'Environnement,
de la Protection de la nature
et des Parcs**

Environmental Assessment
Branch

Direction des évaluations
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Téléc. : 416 314-8452

Via E-mail Only

December 12, 2024

Laura Herlehy
Dillon, on behalf of Town of Tecumseh
lherlehy@dillon.ca

**Re: Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements
Town of Tecumseh
Municipal Class Environmental Assessment –Schedule C
Project Review Unit Comments – Draft Environmental Study Report**

Dear Laura,

Thank you for providing the ministry with an opportunity to comment on the draft Environmental Study Report (Report/ESR) for the above noted Class Environmental Assessment (EA) project. The Ministry of the Environment, Conservation and Parks (ministry) provides the following comments for your consideration.

General

- 1) Table 6-2 Summary of infrastructure cost is missing the pricing of the projects.
- 2) Page 123 of the report, Section 7.1.3 says “ As noted in Section 3.3.3 the formal MTO Landfill site...” Section 3.3.3 refers to Wildlife and Wildlife Habitat. Should be corrected to Section 3.2.3, which refers to groundwater.

Evaluation of Alternatives

- 1) It is noted that Phase 2 of the projects under this report (with the exception of stormwater management strategy to service SE Hamlet area) were encompassed in previous masterplans. Section 4.0 of this reports provides this statement. MECP recommends the addition of these masterplans as appendices to this report, or references to links where these reports can be found (Town's website), so readers have readily access to information on Phase 2 of these projects.

Planning and Policy

- 2) The report states that a stormwater pond is proposed adjacent to the former landfill site, with a recommended 10m setback distance. Note that under the D-4 Series Guidelines, no land use may take place within 30m of the parameter of a non-operating landfill site. Please provide a rationale on this 10m setback distance

Indigenous Engagement

- 3) Please provide Appendix G Consultation Records for review.
- 4) It is noted that Caldwell and Chippewas of the Thames First Nation provided responses, but it does not say whether the others have provided responses or not. If none were received, then this should be documented in the Report.

Air Quality and Odour

- 5) Please note that the ministry recommends that non-chloride dust suppressants be applied during construction.
- 6) It is noted that Section 3.3.4.1 contains a description of the local air quality and Section 7.2.5 speaks to the mitigation measures involved with the construction impacts of the projects. However, MECP expects that the report contain at minimum, a qualitative air assessment, which should also include:
 - a. A discussion of the nearby sensitive receptors and the project's potential air quality and odour impacts on present and future sensitive receptors;
 - b. A discussion of local air quality and odour impacts that could arise from this project during operation and mitigation measures

Excess Materials and Waste

- 7) All waste generated during construction must be disposed of in accordance with ministry requirements.

Groundwater

- 8) Groundwater conclusions in the report were based on one sampling event conducted right along the property boundary. As such, it is not possible to determine how far any impacts from the landfill may currently extend with just one sampling event. Additional groundwater sampling should be conducted so more data is collected to better inform on decisions regarding groundwater quality. Please include the additional data in the report.
- 9) It is noted that methane monitoring was conducted multiple times, however, monitoring wasn't conducted under frozen conditions and the report isn't sufficiently comprehensive to verify that the gas monitors functioned properly.
- 10) It is to MECP's understanding that MTO is currently undertaking field work to characterize the site and potential to off-site contamination migration. As the owner of the landfill, MTO is required to be in care and control of any contaminants that might leave the landfill site. Without the information from MTO, MECP is unable to comment on the risk of the proximity of the landfill on this EA. Please present this information to MECP for review once available.
- 11) The groundwater and methane investigation study is a preliminary investigation, as stated in the report, and does not fulfill the requirements of the D-4 Series Guidelines. The D4 Series Guideline protects the health and safety of residents from the adverse effects of landfill. The Ministry uses the guideline when reviewing land use in proximity to landfills for undertakings subject to the Environmental Assessment Act. MECP is requesting that the D-4 study assessment be conducted as part of this Class EA. The D-4 study should be included in the ESR and provided to MECP for review.

Source Water Protection

- 12) MECP recommends Table 7-2: Source Water Protection Mitigation Measures' of the EA to be revised to include notifying ERCA of changes that impact the delineation of vulnerable areas, so that they may make formal amendments to the Essex SPP and AR as an 'implementation consideration'

Species at Risk

- 13) MECP would suggest that the proponent complete an Information gathering Form (IGF) and appropriate survey efforts to fully assess impacts to species at risk before moving forward with the project. If after considering all the data and information in the IGF, the proponent has determined that the proposed activities COULD POTENTIALLY have adverse impacts prohibited by sections 9 and/or 10 of the ESA, an exemption or authorization may likely be required before the project proceeds. If there is no applicable exemption in regulations

under the ESA, submit the IGF to the ministry at SAROntario@ontario.ca to seek a permit or agreement. Please visit [How to get an Endangered Species Act permit or authorization | ontario.ca](#) to obtain information on how to get an ESA permit or authorization.

Surface Water

- 14) MECP understands this a draft version of the ESR and is therefore missing some key information such as the Functional Servicing Report, which should have details on the cross sectional dimensions and design elements of each stormwater management facility. The Function Servicing Report should be included in the final ESR and submitted to MECP for review.
- 15) It is recommended that all stormwater pumping stations have backup power included in the design.
- 16) The Natural Environment Existing Conditions report in the appendix references the creation of connections and linkages to natural heritage features through stormwater management infrastructure (i.e. linkages to wildlife movement). Just a reminder that any stormwater works, is first and foremost, an engineered works, that must be maintained as such.

Thank you for circulating this draft Report for the ministry's consideration. Please document the provision of the draft Report to the ministry as well as this Project Review Unit Comments letter in the final report, and please provide an accompanying response letter to support our review of the final report. A copy of the final Notice should be sent to the ministry's Southwest Region EA notification email account (eanotification.swregion@ontario.ca).

Should you or any members of your project team have any questions regarding the material above, please contact me at monika.macki@ontario.ca.

Sincerely,

Monika Macki

Monika Macki
Environmental Resource Planner / EA Coordinator
Environmental Assessment Program Support, Environmental Assessment Branch
Ontario Ministry of the Environment, Conservation and Parks

Wilkinson, Kristine <kwilkinson@dillon.ca>**Re: Tecumseh Hamlet Infrastructure Improvements Municipal Class EA & Functional Design - Draft Review**

1 message

Herlehy, Laura <lherlehy@dillon.ca>

Tue, Apr 29, 2025 at 3:24 PM

To: "Macki, Monika (MECP)" <Monika.MacKi@ontario.ca>Cc: Shane McVitty <smcvitty@tecumseh.ca>, Phil Bartnik <pbartnik@tecumseh.ca>, John Henderson <jhenderson@tecumseh.ca>, Kristine Wilkinson <kwilkinson@dillon.ca>

Hi Monika, I am following up on the review of the Town's responses to the MECP's comments. Is the MECP available to discuss these responses in the next one to two weeks? We are finalizing the Environment Study Report and appendices at this time and are expecting to issue the Notice of Completion in the few weeks.

Thanks,
Laura



— PROUDLY CANADIAN SINCE 1946 —

Laura Herlehy
Associate
Dillon Consulting Limited
1 Riverside Drive West, 12th floor
Windsor, Ontario, N9A 5K3
T 519.948.424 e t. 216
M 519.818. 105
LHerlehy@dillon.ca
www.dillon.ca

On Thu, Apr 3, 2025 at 3:56 PM Macki, Monika (MECP) <Monika.MacKi@ontario.ca> wrote:

Thank you Laura for the files.

Unfortunately, MECP is unable to attend a meeting with the proposed timelines below. MECP is currently reviewing the responses. Early- May would be a more suitable timeline for us to allow us to review the responses and materials.

Apologies for the extended timeline, we appreciate your understanding,

Monika Macki

Environmental Resource Planner/Environmental Assessment Coordinator

Environmental Assessment Branch

Ministry of the Environment, Conservation and Parks

monika.macki@ontario.ca

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From: Herlehy, Laura <lherlehy@dillon.ca>
Sent: Friday, March 28, 2025 10:55 AM
To: Macki, Monika (MECP) <Monika.Macki@ontario.ca>
Cc: Shane McVitty <smcvitty@tecumseh.ca>; Phil Bartnik <pbartnik@tecumseh.ca>; John Henderson <jhenderson@tecumseh.ca>; Kristine Wilkinson <kwilkinson@dillon.ca>
Subject: Re: Tecumseh Hamlet Infrastructure Improvements Municipal Class EA & Functional Design - Draft Review

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Monika

The files are too large to email as an attachment. You can download the files using the links below. Please let me know if you have trouble accessing the files.

App G - Public and Agency Consultation_Optimized.pdf

The Town and Dillon App Available to select Hamlet Businesses Sponsoring Report Draft File 2024_Optimized.pdf

Tuesday, April 8 between 1 and 4 pm

Wednesday, April 9 between 1 and 4 pm

Thursday, April 10 between 1 and 4 pm

Thanks,

Laura

Laura Herlehy
Associate
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On Fri, Mar 28, 2025 at 10:24 AM Macki, Monika (MECP) <Monika.MacKi@ontario.ca> wrote:

Hi Laura, thank you for providing this.

Can you please provide Appendix G – Consultation Records, as well as the Functional Servicing Report.

Thanks

Monika Macki

Environmental Resource Planner/Environmental Assessment Coordinator

Environmental Assessment Branch

Ministry of the Environment, Conservation and Parks

monika.macki@ontario.ca

From: Herlehy, Laura <lherlehy@dillon.ca>

Sent: Thursday, March 27, 2025 12:38 PM

To: Macki, Monika (MECP) <Monika.MacKi@ontario.ca>

Cc: Shane McVitty <smcvitty@tecumseh.ca>; Phil Bartnik <pbartnik@tecumseh.ca>; John Henderson <jhenderson@tecumseh.ca>; Kristine Wilkinson <kwilkinson@dillon.ca>

Subject: Tecumseh Hamlet Infrastructure Improvements Municipal Class EA & Functional Design - Draft Review

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good Afternoon Monika,

Please see attached for a response to MECP's comments received in December 2024 for the Tecumseh Hamlet Secondary Plan Environmental Study Report (ESR).

We hope that this letter provides additional clarity on the comments you have provided. We would like the opportunity to discuss your comments in more detail and to discuss how we can work with the MECP to move this project forward. We would like to schedule a meeting next week. Please provide your availability and who at the MECP would be best suited to join this call.

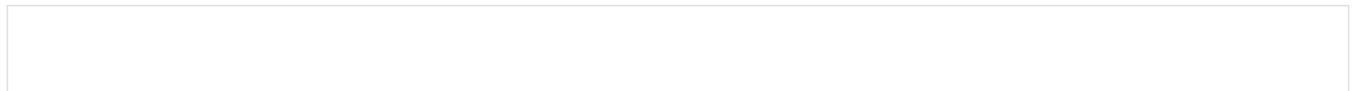
Also, the complete draft Environmental Study Report and Functional Servicing Report (FSR) is available, use the link below to download documents. Appendix G and Appendix E FSR are new documents that were not previously available during the MECP's review.

ESR

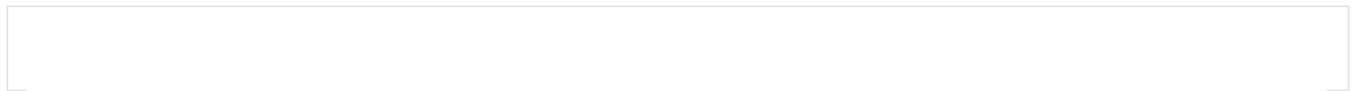


FSR

Tecumseh Hamlet SPA Infrastructure Improvements ESR



Appendix G App E - Tecumseh Hamlet Functional Servicing Report - DRAFT June
2024_Optimized.pdf



Thanks,

Laura App G - Public and Agency Consultation_Optimized.pdf

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Tecumseh Hamlet MECP Response Letter (26Mar25) Final.pdf

887K

March 26, 2025

Ministry of the Environment, Conservation and Parks
1st Floor, 135 St. Clair Avenue W
Toronto, Ontario
M4V 1P5

Attention: Monika Macki
Environmental Resource Planner/Environmental Assessment Coordinator
Environmental Assessment Branch

*Tecumseh Hamlet Secondary Plan Infrastructure Improvements
Municipal Class Environmental Assessment
Environmental Study Report Comments*

Dear Ms. Macki,

Thank you for your detailed review and comments on the draft Environmental Study Report (ESR) for the Tecumseh Hamlet Secondary Plan Area (THSPA) Infrastructure Improvements. We appreciate the Ministry of the Environment, Conservation and Parks' (MECP) input and have carefully considered each of your recommendations. This letter, along with the responses to the comments provided below, outlines the necessity of completing this study, which is crucial for addressing the needs of the Town of Tecumseh and property owner stakeholders in making vacant lands available for housing. The following is a summary of the various timing factors that necessitate the completion of this report by Spring 2025.

- The Town has been successful in obtaining funding for the Federal Government's Housing Accelerator Fund (HAF) which requires that the Town support necessary planning and engineering studies to enable homes to be built within the municipality in the next 3 years. The THSPA makes up a large proportion of this housing yield.
- Through the Province of Ontario's Housing Enabling Water System Fund (HEWSF), the Town has received \$15.1 million to construct water and wastewater trunk facilities listed within this ESR which is required to support development within the THSPA area. Though this fund, the Town anticipates that 2180 residential units will be enabled within the next 10 years.
- Private landowners and developers own the majority of this study area, as detailed in the ESR study, property owners have been heavily involved in the development of municipal servicing solutions developed through this study. Developers have stressed that lands are required to meet the local housing market demand and achieve their returns on investment in the area.



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- This study will allow residential development to be enabled which will allow the community to grow and provide much needed economic opportunities within the Town of Tecumseh and surrounding areas. Housing is required to accommodate the influx of new population moving to this Secondary Plan area due to the expansion of the local manufacturing industry, including the new Stellantis NextStar Electric Vehicle Battery Plant and the new Windsor Hospital, which is expected to create over 2,500 jobs immediately west of this project area.

Below, we provide our responses and actions taken in to address the comments outlined your letter dated December 12, 2024. *Blue* text represents comments received by the MECP; black texts are responses to those comments. We are committed to ensuring that the final report meets all necessary guidelines and requirements, and we look forward to your continued guidance and support throughout this process.

General Comments

- 1. Table 6-2 Summary of infrastructure cost is missing the pricing of the projects.*
The missing pricing in Table 6-2 has been noted, and costs will be provided in the final report to reflect the final recommended solutions.
- 2. Page 123 of the report, Section 7.1.3 says "As noted in Section 3.3.3 the formal MTO Landfill site..." Section 3.3.3 refers to Wildlife and Wildlife Habitat. Should be corrected to Section 3.2.3, which refers to groundwater.*
The incorrect section reference on page 123 will be corrected from Section 3.3.3 to Section 3.2.3.

Evaluation of Alternatives

- 1. It is noted that Phase 2 of the projects under this report (with the exception of stormwater management strategy to service SE Hamlet area) were encompassed in previous masterplans. Section 4.0 of this reports provides this statement. MECP recommends the addition of these masterplans as appendices to this report, or references to links where these reports can be found (Town's website), so readers have readily access to information on Phase 2 of these projects.*
Previous masterplans will be included as appendices or included as a hyperlink.



Planning and Policy

2. *The report states that a stormwater pond is proposed adjacent to the former landfill site, with a recommended 10 m setback distance. Note that under the D-4 Series Guidelines, no land use may take place within 30 m of the parameter of a non-operating landfill site. Please provide a rationale on this 10 m setback distance.*

Section 5.2.2 of the D-4 Guideline specifies land use controls where “technical controls for leachate or landfill gas are required”. Based on the results of the Groundwater/Methane Report (2023), such technical controls are not required at this site due to the lack of impacts from leachate or landfill gas at the development site. Further Dillon considered the stormwater management (SWM) pond, and trunk watermain and sanitary sewer as “compatible uses”, as detailed in Section 5.1.2 of the D-4 Guidelines. As such, Dillon recommended a 10 m set back for these compatible land uses. Additionally, Dillon recommended the use of a liner in the pond and clay cut-offs in utility trench bedding which provides additional mitigation within 30 m of the former Ministry of Transportation, Ontario (MTO) waste disposal site.

The Functional Servicing Report details the recommended placement of the proposed liner, within the 30 m set back from the waste disposal site. The liner keyed into the natural clay soils below the base of the pond to mitigate migration of groundwater into the pond. The liner shall extend below the entire sides slope and bottom of the pond within a minimum 30 m distance from the MTO former waste disposal site boundaries. The location and extent of the dry pond facility has been developed to optimize land use and acquisition, at this functional design stage, the need to maintain the pond layout as shown to ensure there is sufficient room to accommodate mechanical treatment devices.

Additionally, storm sewers, sanitary sewers and watermain infrastructure have been proposed outside of 30 m setback. Upon detailed design, developers will refine the necessary pond volumes, including preparing a defined pond boundary and grading plan. Refinements will be made to the ESR and FSR documents to recommend that the pond layout follow the findings of the D-4 Guidelines report.



Indigenous Engagement

3. Please provide Appendix G Consultation Records for review.

Appendix G Consultation Records can be accessed via a separate submission to MECP.

4. It is noted that Caldwell and Chippewas of the Thames First Nation provided responses, but it does not say whether the others have provided responses or not. If none were received, then this should be documented in the Report.

The Indigenous Consultation Log summary document included in Appendix G provides details on the back-and-forth consultation that has occurred during this course of this project. To further clarify, additional text has been included in this section of the ESR report.

Air Quality and Odour

5. Please note that the ministry recommends that non-chloride dust suppressants be applied during construction.

The report will be updated to note that non-chloride dust suppressants be applied during construction.

6. It is noted that Section 3.3.4.1 contains a description of the local air quality and Section 7.2.5 speaks to the mitigation measures involved with the construction impacts of the projects. However, MECP expects that the report contains at minimum, a qualitative air assessment, which should also include:

- a) A discussion of the nearby sensitive receptors and the project's potential air quality and odour impacts on present and future sensitive receptors.*
- b) A discussion of local air quality and odour impacts that could arise from this project during operation and mitigation measures.*

Based on the scope of this study, completion of a detailed qualitative air quality assessment is not considered effective at this stage of development. Road, development and other municipal servicing elements will be implemented over the next 20+ years with development generally anticipated to occur from the north boundaries routing south. Timing of development will be developer driven and difficult to predict. Qualitative assessments cannot adequately identify reasonable mitigation measures as the baseline environment conditions will be ever changing and therefore should reflect the conditions closer to the time of project implementation. The areas surrounding the THSPA are also rapidly expanding making it difficult to establish a baseline condition assessment.



Specifically, construction of the Stellantis EV Battery Plant to the west, construction of the County Road 22/Banwell Road Highway Interchange, Banwell Road and County Road 43 corridor to the west, County Road 42 to the south, and County Road 19 (Manning Road) corridor to the east.

It is recommended that this ESR commit to the completion of qualitative air quality assessment as part of the implementation of each identified project and/or as part of individual draft plans of subdivision. Table 7-5 Assessment of Potential Effects on the Atmospheric Environment in Section 7.2.5 of the ESR will be expanded to provide commentary on the sources, receptors and mitigation measures that may be required as well as prescribing next steps to be undertaken during planning and traffic assessment analyses that are required in the future.

We would like to review this in more detail with MECP to ensure that this study is adequately addressing this requirement.

Excess Materials and Waste

7. *All waste generated during construction must be disposed of in accordance with ministry requirements.*

Text noting that all construction waste must be disposed of according to ministry requirements will be included in the report.

Groundwater

8. *Groundwater conclusions in the report were based on one sampling event conducted right along the property boundary. As such, it is not possible to determine how far any impacts from the landfill may currently extend with just one sampling event. Additional groundwater sampling should be conducted so more data is collected to better inform on decisions regarding groundwater quality. Please include the additional data in the report.*

Groundwater Sampling: The former MTO waste disposal site has been non-operational for more than 45 years, therefore, if impacts were present, they would be evident along the property boundary in the installed wells.

Additionally, as described in the Tecumseh Hamlet Secondary Plan Area Groundwater and Methane Investigation Report (Groundwater/Methane Report) (Dillon, 2023), no health-based impacts were identified in groundwater, and further groundwater in the area is considered non-potable.

Although the Groundwater and Methane Investigation Report (Dillon, 2023) is a preliminary report, it suggests that there are no major concerns related to groundwater or methane at the site.



In this case, the D-4 study shall be completed by the developer as part of the draft plan of subdivision process, prior to detailed design. The D-4 assessment will also require review of the MTO source characterization report which, at this time the timing of that report is unknown.

9. *It is noted that methane monitoring was conducted multiple times, however, monitoring wasn't conducted under frozen conditions and the report isn't sufficiently comprehensive to verify that the gas monitors functioned properly.*

Methane Monitoring: To supplement the methane monitoring completed in the Groundwater/Methane Report (2023), additional monitoring was completed on March 19, 2025, which was considered representative of frozen conditions. The March 2025 monitoring confirmed the findings of the Groundwater/Methane Report (2023) and no evidence of methane gas migration has been detected; results of the most recent monitoring are attached (Table 1). Documentation of this supplementary monitoring will be presented in the final ESR report as document. Based on these findings, gas monitoring testing is considered to be comprehensive for the purpose of this study.

10. *It is to MECP's understanding that MTO is currently undertaking field work to characterize the site and potential to off-site contamination migration. As the owner of the landfill, MTO is required to be in care and control of any contaminants that might leave the landfill site. Without the information from MTO, MECP is unable to comment on the risk of the proximity of the landfill on this EA. Please present this information to MECP for review once available.*

MTO Field Study: For context, the initial Groundwater/Methane Report (2023) was provided to the MECP on October 6, 2023, via email, with an updated final version provided in December 2023. At that time, the MECP shared the results of this testing with the Ministry of Transportation (MTO) who owns this former waste disposal site. MECP's correspondence with the Town of Tecumseh at that time noted that "MTO, as the landowner (who has care and control) of the old landfill site is responsible to ensure that the groundwater leaving their waste disposal site property isn't impacting or impairing the neighbouring properties. MTO will need to demonstrate to MECP how they are managing their site and any resulting contaminants."

We have consulted with the MTO, and were informed on March 6, 2025, that they are not able to provide a defined timeline for the completion of their report or release of field findings.



Although the Groundwater/Methane Investigation Report (2023) is a preliminary report, it suggests that there are no major concerns related to groundwater or methane at the site. It is recommended that the D-4 study be completed by the developer after the MTO source characterization report is available for review and once further information is available on the extent and type of development.

11. *The groundwater and methane investigation study is a preliminary investigation, as stated in the report, and does not fulfill the requirements of the D-4 Series Guidelines. The D4 Series Guideline protects the health and safety of residents from the adverse effects of landfill. The Ministry uses the guideline when reviewing land use in proximity to landfills for undertakings subject to the Environmental Assessment Act. MECP is requesting that the D-4 study assessment be conducted as part of this Class EA. The D-4 study should be included in the ESR and provided to MECP for review.*

D-4 Study Requirement: Although the Groundwater and Methane Investigation Report (Dillon, 2023) is a preliminary report, it suggests that there are no major concerns related to groundwater or methane at the site. It is recommended that the D-4 study be completed by the developer after the MTO source characterization report is available for review and once further information is available on the proposed development.

From a timing perspective, the completion of a D-4 study and/or additional testing will pose scheduling impacts to future development applications. Given the limited impact of the MTO waste disposal site in comparison to the larger study area, it is recommended that this ESR recommend the completion of future studies prior to municipal approvals being granted for development.

Source Water Protection

12. *MECP recommends Table 7-2: Source Water Protection Mitigation Measures' of the EA to be revised to include notifying ERCA of changes that impact the delineation of vulnerable areas, so that they may make formal amendments to the Essex SPP and AR as an 'implementation consideration'*

Source Water Protection: Table 7-2 will be modified to include notifying ERCA of changes impacting vulnerable areas.



Species at Risk

13. MECP would suggest that the proponent complete an Information gathering Form (IGF) and appropriate survey efforts to fully assess impacts to species at risk before moving forward with the project. If after considering all the data and information in the IGF, the proponent has determined that the proposed activities COULD POTENTIALLY have adverse impacts prohibited by sections 9 and/or 10 of the ESA, an exemption or authorization may likely be required before the project proceeds. If there is no applicable exemption in regulations under the ESA, submit the IGF to the ministry at SAROntario@ontario.ca to seek a permit or agreement. Please visit [How to get an Endangered Species Act permit or authorization | ontario.ca](https://www.ontario.ca) to obtain information on how to get an ESA permit or authorization.

At this stage, given that development within this study area will occur gradually over the next many years (10-15 years or more) the completion of the Information Gathering Form and surveys for species at risk is not appropriate. These inputs will be done on a development-by-development basis moving forward.

Surface Water

14. MECP understands this a draft version of the ESR and is therefore missing some key information such as the Functional Servicing Report, which should have details on the cross-sectional dimensions and design elements of each stormwater management facility. The Function Servicing Report should be included in the final ESR and submitted to MECP for review.

Functional Servicing Report: The Functional Servicing Report is now available for review. A copy of this report is being provided via a separate email. Cross sectional elements of the stormwater management facilities can be found in Figures 4.5A to 4.6E in the 'Figures' section of the report.

15. It is recommended that all stormwater pumping stations have backup power included in the design.

Backup Power for Stormwater Stations: Yes, emergency backup power will be required for all stormwater pumping stations. Clarifications will be made within the ESR document accordingly. The functional design report (Appendix G, Section 4.6.3.1) provides a description of the type of generator most suitable for the proposed pump stations.



16. The Natural Environment Existing Conditions report in the appendix references the creation of connections and linkages to natural heritage features through stormwater management infrastructure (i.e. linkages to wildlife movement). Just a reminder that any stormwater works, is first and foremost, an engineered works, that must be maintained as such.

Stormwater Management: This team acknowledges that stormwater works must be maintained as engineered works, while also acting as natural heritage linkages. These natural linkages are proposed to have a “non-core” designation; therefore, these areas are not considered wildlife habitat however the natural vegetation utilized in the proposed stormwater area design are considered as supplemental to adjacent natural heritage features and support wildlife movement only. This is explained in more detail in the Tecumseh Hamlet Environmental Policy Review and Recommended Natural Heritage System, completed by Dillon, dated June 7, 2024, and included in Appendix B of the draft ESR report.

We appreciate the opportunity to address the comments provided by the MECP. We are committed to incorporating your feedback into the final ESR as noted. The Town of Tecumseh and Dillon Consulting Limited teams would like to further discuss our responses and any additional considerations pertaining to this ESR. We propose scheduling a meeting at your earliest convenience. Please let us know your availability, and we will coordinate accordingly. Thank you for your continued collaboration and support in this important project.

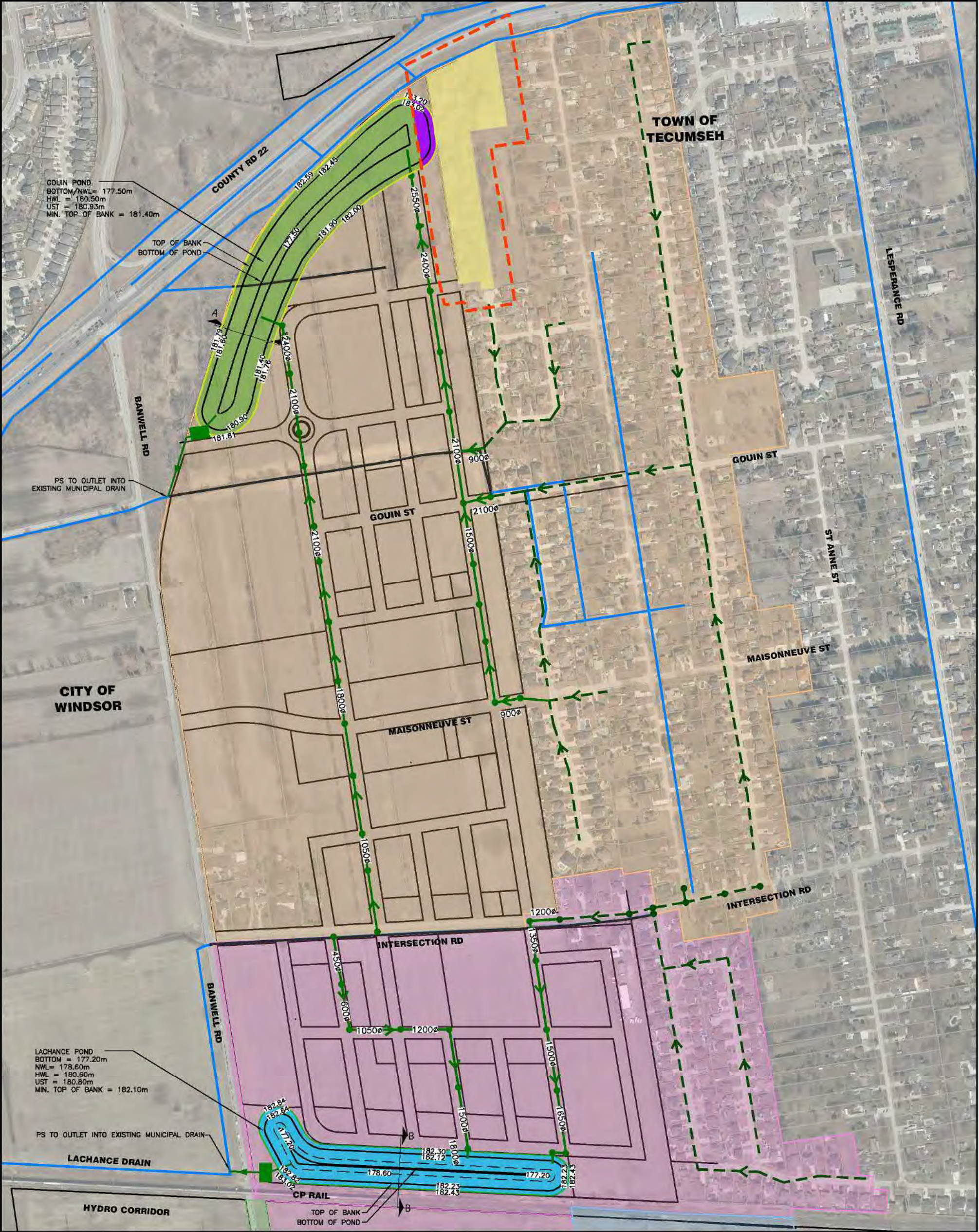
Sincerely,


DILLON CONSULTING LIMITED

Laura Herlehy, P.Eng.
Project Manager

LH:lld

Our file: 23-5735


























**TECUMSEH HAMLET
SECONDARY PLAN AREA
FUNCTIONAL SERVICING
REPORT**

**STORMWATER MANAGEMENT
STRATEGY - NORTH OF CP
RAILWAY**


FIGURE 4.2

	PROPOSED WET STORMWATER MANAGEMENT PONDS		DESJARDINS EAST POND DRAINAGE AREA
	PROPOSED DRY STORMWATER MANAGEMENT PONDS		DESJARDINS WEST POND DRAINAGE AREA
	ENGINEERED LINER		GOUIN POND DRAINAGE AREA
	PROPOSED STORM PUMPING STATION (PS)		LACHANCE POND DRAINAGE AREA
	1200 ϕ PROPOSED STORM DIAMETER		SOUTH EAST HAMLET DRAINAGE AREA
	PROPOSED STORM MANHOLE		PROPOSED POND GRADES
	PROPOSED STORM TRUNK SEWER		PROPOSED POND NORMAL WATER LEVEL
	EXISTING STORM TRUNK SEWER		PROPOSED POND BOTTOM / TOP OF BANK
	MTO LANDFILL		ABANDONED PORTION OF MUNICIPAL DRAIN
			EXISTING MUNICIPAL DRAIN
			30m BUFFER AREA



MAP CREATED BY: LPJ
MAP CHECKED BY: LMH
MAP COORDINATE SYSTEM: NAD 1983 CSRS UTM Zone 17N

SCALE: 1:3000
STATUS: DRAFT
PROJECT: 23-5735



DATE: March 26, 2025

Table 1 - Methane Results
Groundwater and Methane Investigation
Tecumseh Hamlet Secondary Planning Area

Location	Type	Date	Methane (% Gas)	Methane (% LEL)
GP22-101	Gas Probe	26-Sep-22	0.0	0.0
		18-Oct-22	0.0	0.0
		23-Mar-23	0.0	0.0
		15-May-23	0.0	0.0
		22-Jun-23	0.0	0.0
		19-Mar-25	0.0	0.0
GP22-102	Gas Probe	26-Sep-22	0.0	0.0
		18-Oct-22	0.0	0.0
		23-Mar-23	0.0	0.0
		15-May-23	0.0	0.0
		22-Jun-23	0.0	0.0
		19-Mar-25	0.0	0.0
GP22-103	Gas Probe	26-Sep-22	0.0	0.0
		18-Oct-22	0.0	0.0
		23-Mar-23	0.0	0.0
		15-May-23	0.0	0.0
		22-Jun-23	0.0	0.0
		19-Mar-25	0.0	0.0
MW22-101	Monitoring Well	26-Sep-22	0.0	0.0
		18-Oct-22	0.0	0.0
		23-Mar-23	0.0	0.0
		15-May-23	0.0	0.0
		22-Jun-23	0.0	0.0
		19-Mar-25	0.0	0.0
MW22-102	Monitoring Well	26-Sep-22	0.0	0.0
		18-Oct-22	0.0	0.0
		23-Mar-23	0.0	0.0
		15-May-23	0.0	0.0
		22-Jun-23	0.0	0.0
		19-Mar-25	0.0	0.0
MW22-103	Monitoring Well	26-Sep-22	0.0	0.0
		18-Oct-22	0.0	0.0
		23-Mar-23	0.0	0.0
		15-May-23	0.0	0.0
		22-Jun-23	0.0	0.0
		19-Mar-25	0.0	0.0
MW22-104	Monitoring Well	26-Sep-22	0.0	0.0
		18-Oct-22	0.0	0.0
		23-Mar-23	0.0	0.0
		15-May-23	0.0	0.0
		22-Jun-23	0.0	0.0
		19-Mar-25	0.0	0.0
MW22-105	Monitoring Well	26-Sep-22	0.0	0.0
		18-Oct-22	0.0	0.0
		23-Mar-23	0.0	0.0
		15-May-23	0.0	0.0
		22-Jun-23	0.0	0.0
		19-Mar-25	0.0	0.0

Notes:
LEL Lower explosive limit



Herlehy, Laura <lherlehy@dillon.ca>

FW: MTO Landfill - next steps

1 message

Shane McVitty <smcvitty@tecumseh.ca>
To: "Herlehy, Laura" <lherlehy@dillon.ca>

Mon, Dec 18, 2023 at 2:09 PM

From: Jacobs, Deb (MECP) <deb.jacobs@ontario.ca>
Sent: Monday, December 18, 2023 2:07 PM
To: Shane McVitty <smcvitty@tecumseh.ca>
Cc: Phil Bartnik <pbartnik@tecumseh.ca>
Subject: RE: MTO Landfill - next steps

Hi Shane,

I have been communicating back and forth with MTO re. the landfill property by EC Row. I had forwarded them the Dillon report you had provided earlier. Please see inquiry below re the borehole logs; I took a look and it does appear that the included borehole logs in the report are for a different site.

Hi Deb,

Thank you for your response, we are reviewing the information that you have provided below.

In the meantime we were wondering if you could confirm the borehole logs that were provided in the Dillon report.

The logs show they are for a location on Riverside Dr in Windsor. Is the header information in the logs incorrect or were the wrong logs provided?

We are looking for confirmation that the borehole logs are correct or copies of the correct versions, in order to develop appropriate next steps.

Thanks,

Jaclyn Charlton

Sr. Environmental Planner

Could you kindly check with Dillon and see if they can provide the correct borehole logs, please?

Sincerely,

Deb Jacobs

Environmental Officer / Agente de l'environnement

Ministry of the Environment, Conservation and Parks / Ministère de l'Environnement, de la Protection de la nature et des Parcs

Windsor Area Office / Bureau de Secteur de Windsor

4510 Rhodes Drive, Unit (é) 620

Windsor, Ontario

N8W 5K5

Cell / Mobile. : 519-980-2542

Fax / Télécopier: 519-948-2396

Email / Courriel: deb.jacobs@ontario.ca

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From: Shane McVitty <smcvitty@tecumseh.ca>

Sent: October 25, 2023 3:33 PM

To: Jacobs, Deb (MECP) <deb.jacobs@ontario.ca>

Cc: Phil Bartnik <pbartnik@tecumseh.ca>
Subject: RE: MTO Landfill - next steps

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good Afternoon Deb,

Per your request below, please find attached a copy of Dillon's finalized report relating to the Groundwater and Methane Investigation report for the MTO site in the Tecumseh Hamlet area.

Should you require anything further, please do not hesitate to reach out.

Thanks,

Shane McVitty, P.Eng.

Development Engineer

The Corporation of the Town of Tecumseh

From: Phil Bartnik <pbartnik@tecumseh.ca>
Sent: Friday, October 6, 2023 1:50 PM
To: John Henderson <jhenderson@tecumseh.ca>; Brian Hillman <bhillman@tecumseh.ca>; Shane McVitty <smcvitty@tecumseh.ca>; Enrico De Cecco <edececco@tecumseh.ca>; Chad Jeffery <cjeffery@tecumseh.ca>
Subject: FW: MTO Landfill - next steps

FYI

Phil Bartnik, P. Eng.

Director Public Works & Engineering Services

The Corporation of the Town of Tecumseh

From: Jacobs, Deb (MECP) <deb.jacobs@ontario.ca>
Sent: Friday, October 6, 2023 1:48 PM
To: Phil Bartnik <pbartnik@tecumseh.ca>
Subject: MTO Landfill - next steps

Hello Phil,

As discussed, I had our groundwater technical support staff review the draft report you provided me about the groundwater sample results from the edge of the MTO Landfill on the S side of EC

Row in Tecumseh.

Based on the results of this review, the Ministry will need to follow up with MTO and make sure they understand their responsibilities with respect this site. For this, it would be beneficial to provide MTO with a final version of the report so that we all have the same information as a starting point. If the Town of Tecumseh is comfortable with that, please pass along a finalized version of the report once you have it for inclusion in my communications with MTO.

I have received some technical comments which the Town may find helpful in considering and reviewing the information in this report. The work the Town of Tecumseh undertook which resulted in this report was done for your own purposes, and not to fulfill any regulatory obligation to the MECP (other than the subsequent notification that contaminants were entering the environment). As such, the Town does not have an obligation to respond to / address these comments and report back to the MECP.

- The borehole logs are not identified as being the ones for this site.
- Making conclusions based on 1 sampling event is not strong science and should not be used to inform decisions on the quality of groundwater.
- In regard to methane monitoring, it would be helpful to have methane sampling conducted under frozen conditions and to have information to verify that the gas probes or monitoring wells function as gas monitors (i.e. no water above the screen).
- The leachate from the site hasn't been characterized (in this report) and although Schedule 5 of Reg.232 is a list typically used to assess leachate and groundwater quality at landfill sites, our reviewer understands that this list is based on the assumption that the waste is household waste. The foundry sand on this site isn't household waste.
- All of the wells are located in a straight line, and so no gradient of contamination towards or away from the landfill can be shown, which would further support that the landfill is the source of the contamination.

MTO, as the landowner (who has care and control) of the old landfill site is responsible to ensure that the groundwater leaving their waste disposal site property isn't impacting or impairing the neighbouring properties. MTO will need to demonstrate to MECP how they are managing their site and any resulting contaminants. Ultimately, what actions MTO in response may be relevant to the Town's future actions and decision-making. I will keep you apprised as developments arise.

Happy Thanksgiving!

Sincerely,

Deb Jacobs

Environmental Officer / Agente de l'environnement

Ministry of the Environment, Conservation and Parks / Ministère de l'Environnement, de la
Protection de la nature et des Parcs

Windsor Area Office / Bureau de Secteur de Windsor

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Phil Bartnik
Director Public Works & Engineering Services



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Shane McVitty
Development Engineer
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www.tecumseh.ca



Wilkinson, Kristine <kwilkinson@dillon.ca>

RE: Timeline Follow up - Tecumseh Hamlet Infrastructure Improvements Municipal Class EA & Functional Design - ESR & FSR Draft Review

1 message

Alicia Good <AGood@erca.org>

Wed, Apr 16, 2025 at 8:46 AM

To: "Wilkinson, Kristine" <kwilkinson@dillon.ca>, "Herlehy, Laura" <lherlehy@dillon.ca>, Shane McVitty <smcvitty@tecumseh.ca>

Cc: James Bryant <JBryant@erca.org>, Tian Martin <TMartin@erca.org>, Phil Bartnik <pbartnik@tecumseh.ca>, Brian Hillman <bhillman@tecumseh.ca>, Chad Jeffery <cjeffery@tecumseh.ca>, Enrico De Cecco <edececco@tecumseh.ca>, "235735@dillon.ca" <235735@dillon.ca>, Sierra Eskritt <seskritt@dillon.ca>

Good morning,

Please find attached ERCA's comments for the Tecumseh Hamlet Infrastructure Improvements Municipal Class EA – Draft FSR Review.

Best regards,

Alicia

**Alicia Good (she/her)**

Watershed Planner

Essex Region Conservation Authority

360 Fairview Avenue West, Suite 311 | Essex, Ontario | N8M 1Y6

P. 519 776 5209 x3794 | F. 519 776 8688

agood@erca.org www.essexregionconservation.ca**While this email is sent when it is convenient for me, I do not expect a response or action outside of your own regular working hours.**The ERCA Office is now open to the public **Tuesdays, Wednesdays and Thursdays** to provide "counter service"; however, services continue to be delivered online and through email. Please consult ERCA's website for more information and direction regarding online services (i.e. permitting, cottage bookings, seasonal passes etc.)

From: Wilkinson, Kristine <kwilkinson@dillon.ca>**Sent:** April-16-25 8:00 AM**To:** Alicia Good <AGood@erca.org>**Cc:** Shane McVitty <smcvitty@tecumseh.ca>; James Bryant <JBryant@erca.org>; Tian Martin <TMartin@erca.org>; Phil Bartnik <pbartnik@tecumseh.ca>; Brian Hillman <bhillman@tecumseh.ca>; Chad Jeffery <cjeffery@tecumseh.ca>; Enrico De Cecco <edececco@tecumseh.ca>; Herlehy, Laura <lherlehy@dillon.ca>; 235735@dillon.ca; Sierra Eskritt <seskritt@dillon.ca>

Subject: Re: Timeline Follow up - Tecumseh Hamlet Infrastructure Improvements Municipal Class EA & Functional Design - ESR & FSR Draft Review

You don't often get email from kwilkinson@dillon.ca. [Learn why this is important](#)

Hello Alicia,

I am just following up with our email correspondence from last month. I wanted to check in and see if you had any questions regarding your review of the Hamlet thus far? As well, I wanted to confirm that we are still on schedule for receiving your full comments by mid April?

Thank you again for your time,

Kristine

On Tue, Mar 18, 2025 at 2:34 PM Alicia Good <AGood@erca.org> wrote:

Good afternoon Kristine,

Our office has received your email our Engineering team discussed this file. We anticipate that it's likely we can provide you comments by mid April. It may be toward the end of April if other urgent matters pop up. We will do our best to provide comments in timely manner.

Best regards,

Alicia



Alicia Good (she/her)

Watershed Planner

Essex Region Conservation Authority

360 Fairview Avenue West, Suite 311 | Essex, Ontario | N8M 1Y6

P. 519 776 5209 x3794 | F. 519 776 8688

agood@erca.org, www.essexregionconservation.ca

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From: Wilkinson, Kristine <kwilkinson@dillon.ca>

Sent: March-18-25 2:27 PM

To: Alicia Good <AGood@erca.org>

Cc: Shane McVitty <smcvitty@tecumseh.ca>; James Bryant <JBryant@erca.org>; Tian Martin <TMartin@erca.org>; Phil Bartnik <pbartnik@tecumseh.ca>; Brian Hillman <bhillman@tecumseh.ca>; Chad Jeffery <cjeffery@tecumseh.ca>; Enrico De Cecco <edececco@tecumseh.ca>; Herlehy, Laura <lherlehy@dillon.ca>; 235735@dillon.ca; Sierra Eskritt <seskritt@dillon.ca>

Subject: Timeline Follow up - Tecumseh Hamlet Infrastructure Improvements Municipal Class EA & Functional Design - ESR & FSR Draft Review

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Good Afternoon Alicia,

I am reaching out to follow up on Laura's email from the week of March 7th concerning ERCA's review of the Environmental Study Report and Functional Servicing Report for the Tecumseh Hamlet Infrastructure Improvement Project.

Could ERCA please confirm whether it is feasible to review and comment by mid-April? As Laura mentioned, our objective is to have ERCA review the ESR and FSR before finalizing the report and issuing a Notice of Completion.

Kind regards,

Kristine

----- Forwarded message -----

From: **Herlehy, Laura** <lherlehy@dillon.ca>

Date: Fri, Mar 7, 2025 at 5:22 PM

Subject: Re: Tecumseh Hamlet Infrastructure Improvements Municipal Class EA & Functional Design - ESR & FSR Draft Review

To: Alicia Good <AGood@erca.org>

Cc: Shane McVitty <smcvitty@tecumseh.ca>, James Bryant <JBryant@erca.org>, Tian Martin <TMartin@erca.org>, Phil Bartnik <pbartnik@tecumseh.ca>, Brian Hillman <bhillman@tecumseh.ca>, Chad Jeffery <cjeffery@tecumseh.ca>, Enrico De Cecco <edececco@tecumseh.ca>, 235735@dillon.ca <235735@dillon.ca>, Sierra Eskritt <seskritt@dillon.ca>, Wilkinson, Kristine <kwilkinson@dillon.ca>

Good Afternoon,

Along with the Environmental Study Report provided for the Tecumseh Hamlet Infrastructure Improvements Municipal Class EA we have now completed the Functional Servicing Report (FSR) associated with this area now based on the final Secondary Plan.

Since we have submitted the ESR report to ERCA in September 2024, we have focused efforts on the completion of the Secondary Plan through the Town's planning Team. The Secondary Plan was brought to the Town Council for final consideration on January 28th, 2025. The Functional Servicing Report has been subsequently finalized to reflect the latest land use plan.

Concurrently, we have received comments from the MECP on the ESR and will be also following up with the MECP with submission of this FSR report. We have also provided the ESR to Indigenous groups for their review and records.

We hope that ERCA will have an opportunity to review the ESR and FSR prior to the completion of the final report and proceeding with the issuance of a Notice of Completion. Can ERCA confirm if it is reasonable for the review and comment to be received by mid April? Please let me know if this can be accommodated.

Both documents and appendices can be accessed during the link below. Please let me know if you have any issues accessing these files.

Tecumseh Hamlet SPA Infrastructure Improvements ESR

Thanks and have a great weekend.
Laura

Laura Herlehy
Associate
Dillon Consulting Limited
1 Riverside Drive West, 12th floor
Windsor, Ontario, N9A 5K3
T 519.948.424 e t. 216
M - 519.818.3105
LHerlehy@dillon.ca
www.dillon.ca

Vacation Alert March 10 to 14, 2025

On Fri, Sep 20, 2024 at 12:21 PM Alicia Good <AGood@erca.org> wrote:

Thanks Shane!

This fee will include the review of the FSR, as a component of the ESR. We'll prepare an invoice and send it your way.

Alicia



Alicia Good (she/her)

Watershed Planner

Essex Region Conservation Authority

360 Fairview Avenue West, Suite 311 | Essex, Ontario | N8M 1Y6

P. 519 776 5209 x3794 | F. 519 776 8688

agood@erca.org www.essexregionconservation.ca

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From: Shane McVitty <smcvitty@tecumseh.ca>

Sent: September-20-24 11:55 AM

To: Alicia Good <AGood@erca.org>; Herlehy, Laura <lherlehy@dillon.ca>

Cc: James Bryant <JBryant@erca.org>; Tian Martin <TMartin@erca.org>; Kailee Dickson <kdickson@dillon.ca>; Phil Bartnik <pbartnik@tecumseh.ca>; Brian Hillman <bhillman@tecumseh.ca>; Chad Jeffery <cjeffery@tecumseh.ca>; Enrico De Cecco <edececco@tecumseh.ca>; 235735@dillon.ca

Subject: RE: Tecumseh Hamlet Infrastructure Improvements Municipal Class EA & Functional Design - Draft Review

Hi Alicia,

Thanks for your response and for ERCA's assistance with this project. Invoices relating to your review should be sent to myself at smcvitty@tecumseh.ca

Can you please confirm whether there will be an additional fee to review the FSR, or will that be included in the ESR review fees?

Thanks,

Shane McVitty, P.Eng.

Development Engineer

The Corporation of the Town of Tecumseh

From: Alicia Good <AGood@erca.org>

Sent: September 20, 2024 11:11 AM

To: Herlehy, Laura <lherlehy@dillon.ca>

Cc: James Bryant <JBryant@erca.org>; Tian Martin <TMartin@erca.org>; Shane McVitty <smcvitty@tecumseh.ca>; Kailee Dickson <kdickson@dillon.ca>; Phil Bartnik <pbartnik@tecumseh.ca>; Brian Hillman <bhillman@tecumseh.ca>; Chad Jeffery <cjeffery@tecumseh.ca>; Enrico De Cecco <edececco@tecumseh.ca>; 235735@dillon.ca

Subject: RE: Tecumseh Hamlet Infrastructure Improvements Municipal Class EA & Functional Design - Draft Review

Good morning Laura,

Thank you for circulating our office with the draft Environmental Study Report for the Tecumseh Hamlet Infrastructure Improvements Municipal Class EA & Functional Design. We will begin our review of the documents provided.

Please note that we will be requesting a fee of \$1500.00 for our review, as per line item 35 of our attached Fee Schedule. Please let us know the preferred method of payment. While the FSR may not be ready for circulation just yet, that document will form an important part of our review. We will review the summaries as included in the ESR, but we cannot guarantee comments by the October 18 date without the FSR. Our office may need to request additional time depending on when the FSR is circulated.

Best regards,

Alicia



Alicia Good (she/her)

Watershed Planner

Essex Region Conservation Authority

360 Fairview Avenue West, Suite 311 | Essex, Ontario | N8M 1Y6

P. 519-776-5209 x3794 | F. 519-776-8688

agood@erca.org www.essexregionconservation.ca

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From: Herlehy, Laura <lherlehy@dillon.ca>

Sent: September-18-24 1:10 PM

To: Planning <planning@ERCA.org>

Cc: James Bryant <JBryant@erca.org>; Tian Martin <TMartin@erca.org>; Shane McVitty <smcvitty@tecumseh.ca>; Kailee Dickson <kdickson@dillon.ca>; Phil Bartnik <pbartnik@tecumseh.ca>; Brian Hillman <bhillman@tecumseh.ca>; Chad <cjeffery@tecumseh.ca>; Enrico De Cecco <edececco@tecumseh.ca>; 235735@dillon.ca

Subject: Tecumseh Hamlet Infrastructure Improvements Municipal Class EA & Functional Design - Draft Review

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Hello

On behalf of the Town of Tecumseh, we would like to provide a draft Environmental Study Report (ESR) for the Tecumseh Hamlet Infrastructure Improvements Municipal Class EA & Functional Design for your review.

As you know, the Town is nearing the completion of the Secondary Plan, in conjunction with that plan this environmental assessment was undertaken to support the proposed land use plan by recommending municipal infrastructure improvements to service those lands. As a reminder, this EA project commenced in early 2023, with two formal public information centres held to date (materials and other background information can be accessed on the project website: [Tecumseh Hamlet Secondary Plan](#)). The project team has met with ERCA previously to discuss the planning and technical aspects of this project. The last discussion was held February 2024, at which time the project team provided an overview of the project and received initial comments by ERCA.

To assist with your review, we would like to highlight sections of this report that may be most pertinent, as follows:

- Section 3.2.2 to Section 3.3.3 discusses Source Water Protection and Wildlife Existing Conditions.
- Sections 4.4 and 5.6 describes the design Concept Alternative and Preferred Alternative Selection
- Sections 6.4 summarizes the Stormwater Management Functional Design
- Section 8.4 summarizes consultation with ERCA to date.
- Appendix A: Natural Environment Report

The Functional Servicing Report appendix to this study is not yet available for review. A draft version of the Functional Service Report will be provided to ERCA for review prior to finalizing. If in the meantime, there are any clarifications required, please feel free to contact me.

From a timing perspective, this draft is being shared to various agencies for review time. We hope to obtain comments on the ESR study by October 18, 2024. Please confirm if this timing can be accommodated for your review.

DRAFT REPORT:

[Tecumseh Hamlet SPA Infrastructure Improvements ESR](#)

(This link will expire in 3 weeks)

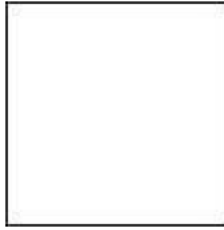
Thanks,
Laura

Laura Herlehy
Associate
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M - 519.818.3105
L.Herlehy@dillon.ca
www.dillon.ca

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Shane McVitty
Development Engineer

smcvitty@tecumseh.ca

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Kristine Wilkinson P.Eng.
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KWilkinson@dillon.ca
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ERCA Comments - Tecumseh Hamlet Infrastructure Improvements Municipal Class EA & Functional Design

.pdf
139K



April 16, 2025
ERCA File: 0578-25

planning@erca.org
P.519.776.5209
F.519.776.8688
360 Fairview Avenue West
Suite 311, Essex, ON N8M 1Y6

Laura Herlehy, P. Eng.

Project Engineer
Dillon Consulting Limited
3200 Denziel Drive Suite 608
Windsor, Ontario, N7M 4V4
Tel: 519-948-4243 ext. 3216
E-mail: lherlehy@dillon.ca

Shane McVitty, P. Eng.

Development Engineer
Town of Tecumseh
917 Lesperance Road
Tecumseh, Ontario, N8N 1W9
Tel: 519-735-2184 ext. 180
Email: smcvitty@tecumseh.ca

Dear Laura and Shane,

RE: Tecumseh Hamlet Infrastructure Improvements Municipal Class EA – Draft FSR

Thank you for circulating our office with the Tecumseh Hamlet Infrastructure Improvements Municipal Class EA – Draft FSR. We are pleased to provide comments on this project.

Our office understands that this project was initiated by the Town of Tecumseh to support the municipal infrastructure improvements required to service future development in the Tecumseh Hamlet Secondary Plan Area.

Please be advised that stormwater management is generally subject to local Conservation Authority approval. Any proposed works within the Limits of Regulated Area (LORA) or that may impact the downstream receivers generally require the issuance of an approval from the Essex Region Conservation Authority.

Our office has conducted a thorough review of the provided Draft Functional Servicing Report – Tecumseh Hamlet Secondary Plan Area by Dillon dated February 2025 and our engineering comments are as follows:

- 1) Section 4.3 notes that the Chicago 1:100 year - 24 hour storm and UST were used to design each SWMF. Were any other 1:100 year storm events considered during the design? Will this be further explored during the detailed design phase?
- 2) Alternate 2B notes that the Manning's 'n' roughness coefficient for all three drains (Gouin, Lachance and Desjardin) was changed from 0.045 to 0.060, however, in Table 7, the Lachance Drain SPA Alternative 2B (L/s) does not include a "Note 3". Was the recommended allowable release rate to the Lachance Drain based off of the poorly maintained scenario?

- 3) Section 4.5 notes: "It is recommended that upon detailed design of the SE Hamlet area, that the developer engage the Town of Tecumseh and the County of Essex to clarify outlet conditions at the time". Please note that ERCA should also be involved in discussions surrounding future allowable release rates and outlet conditions.
- 4) Please include the SWMFs (wet and dry) in Table 8.
- 5) How were the minimum proposed TOB elevations for the ponds determined (Tables in Section 4.6.2 and Figures)? Some elevations appear to have not taken into consideration the 1:100 year Natural Hazard water level from the Dillon Modelling/Mapping of Little River. Please discuss this further and confirm in the report that preliminary grading of the ponds ensures that they are set to an elevation that aims to floodproof them from surrounding hazards.

For further questions or additional information pertaining to the engineering aspects of this project, please contact:

Tian Martin, P. Eng.
Water Resources Engineer, Watershed Management Services
tmartin@erca.org
519-776-5209 x 304

If you require any other information, or for general questions, please contact the undersigned.

Sincerely,



Alicia Good
Watershed Planner
P. 519-776-5209 x3794
agood@erca.org

CC: Tian Martin, P. Eng.





Wilkinson, Kristine <kwilkinson@dillon.ca>

RE: Tecumseh Hamlet Infrastructure Improvements Municipal Class EA & Functional Design - Draft Review

1 message

Macki, Monika (MECP) <Monika.MacKi@ontario.ca>

Thu, May 22, 2025 at 1:33 PM

To: "Herlehy, Laura" <lherlehy@dillon.ca>

Cc: Shane McVitty <smcvitty@tecumseh.ca>, Phil Bartnik <pbartnik@tecumseh.ca>, John Henderson <jhenderson@tecumseh.ca>, Kristine Wilkinson <kwilkinson@dillon.ca>

Hi Laura,

Apologies for the wait in reply. Thank you very much for the Town's update on this EA.

Once I have an update, I will reach out to you as we are still reviewing.

Thank you again for your patience,

Monika Macki

Environmental Resource Planner/Environmental Assessment Coordinator

Environmental Assessment Branch

Ministry of the Environment, Conservation and Parks

monika.macki@ontario.ca

From: Herlehy, Laura <lherlehy@dillon.ca>**Sent:** Tuesday, May 13, 2025 3:50 PM**To:** Macki, Monika (MECP) <Monika.MacKi@ontario.ca>**Cc:** Shane McVitty <smcvitty@tecumseh.ca>; Phil Bartnik <pbartnik@tecumseh.ca>; John Henderson <jhenderson@tecumseh.ca>; Kristine Wilkinson <kwilkinson@dillon.ca>**Subject:** Re: Tecumseh Hamlet Infrastructure Improvements Municipal Class EA & Functional Design - Draft Review**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Hi Monika,

Based on our mandated timelines to progress this Environment Assessment, we are scheduled to present this final Environmental Study Report to the Town of Tecumseh Council on June 24th with the Notice of Study Completion following shortly thereafter. The ESR has been updated to align with the MECP's most recent comments with prescriptive recommendations regarding next steps associated with those items that cannot be directly addressed at this time (as described in our letter dated March 26, 2025).

With this tight timeline, the Town is eager to obtain the MECP's input on these matters. Alternatively, the Town is open to receive follow up comments from the MECP during this time and or receiving input during the 30 day review period.

If there is an opportunity to meet in the next week, the Town and Dillon would make ourselves available.

Thanks,

Laura

Laura Herlehy
Associate
Dillon Consulting Limited
1 Riverside Drive West, 12th floor
Windsor, Ontario, N9A 5K
T - 519.948.4243 ext. 3216
M 519.818. 105
LHerlehy@dillon.ca
www.dillon.ca

On Wed, May 7, 2025 at 9:09 AM Macki, Monika (MECP) <Monika.Macki@ontario.ca> wrote:

Hi Laura, thank you for your email.

We are still reviewing and discussing internally. I'll be in communication with you once we are ready for next steps.

Thank you,

Monika Macki

Environmental Resource Planner/Environmental Assessment Coordinator

Environmental Assessment Branch

Ministry of the Environment, Conservation and Parks

monika.macki@ontario.ca

From: Herlehy, Laura <lherlehy@dillon.ca>

Sent: Tuesday, April 29, 2025 3:25 PM

To: Macki, Monika (MECP) <Monika.MacKi@ontario.ca>

Cc: Shane McVitty <smcvitty@tecumseh.ca>; Phil Bartnik <pbartnik@tecumseh.ca>; John Henderson <jhenderson@tecumseh.ca>; Kristine Wilkinson <kwilkinson@dillon.ca>

Subject: Re: Tecumseh Hamlet Infrastructure Improvements Municipal Class EA & Functional Design - Draft Review

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Monika, I am following up on the review of the Town's responses to the MECP's comments. Is the MECP available to discuss these responses in the next one to two weeks? We are finalizing the Environment Study Report and appendices at this time and are expecting to issue the Notice of Completion in the few weeks.

Thanks,

Laura

Laura Herlehy

Associate

Dillon Consulting Limited

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Windsor, Ontario, N9A 5K

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On Thu, Apr 3, 2025 at 3:56 PM Macki, Monika (MECP) <Monika.MacKi@ontario.ca> wrote:



Wilkinson, Kristine <kwilkinson@dillon.ca>

Re: Timeline Follow up - Tecumseh Hamlet Infrastructure Improvements Municipal Class EA & Functional Design - ESR & FSR Draft Review

Wilkinson, Kristine <kwilkinson@dillon.ca>

Tue, Jun 3, 2025 at 10:43 AM

To: Alicia Good <AGood@erca.org>

Cc: "Herlehy, Laura" <lherlehy@dillon.ca>, Shane McVitty <smcvitty@tecumseh.ca>, James Bryant <JBryant@erca.org>, Tian Martin <TMartin@erca.org>, Phil Bartnik <pbartnik@tecumseh.ca>, Brian Hillman <bhillman@tecumseh.ca>, Chad Jeffery <cjeffery@tecumseh.ca>, Enrico De Cecco <edececco@tecumseh.ca>, "235735@dillon.ca" <235735@dillon.ca>, Sierra Eskritt <seskritt@dillon.ca>

Good Morning Alicia,

Please see the attached Dillon Memo/ response to the ERCA comments received on April 16th for the 'Tecumseh Hamlet Infrastructure Improvements Municipal Class EA – Draft FSR Review'.

As an update, based on our anticipated timelines to progress the Environment Assessment and Functional Servicing report, we are scheduled to present the final Environmental Study Report to the Town of Tecumseh Council on June 24th with the Notice of Study Completion following shortly thereafter. Thank you for your continued collaboration and support in this important project, please let me know if you have any questions or concerns.

Regards,

Kristine

On Wed, Apr 16, 2025 at 8:49 AM Alicia Good <AGood@erca.org> wrote:

Good morning,

Please find attached ERCA's comments for the Tecumseh Hamlet Infrastructure Improvements Municipal Class EA – Draft FSR Review.

Best regards,

Alicia



Alicia Good (she/her)

Watershed Planner

Essex Region Conservation Authority

360 Fairview Avenue West, Suite 311 | Essex, Ontario | N8M 1Y6

P. 519-776-5209 x3794 | F. 519-776-8688

agood@erca.org www.essexregionconservation.ca

While this email is sent when it is convenient for me, I do not expect a response or action outside of your own regular working hours.

The ERCA Office is now open to the public **Tuesdays, Wednesdays and Thursdays** to provide "counter service"; however, services continue to be delivered online and through email. Please consult ERCA's website for more information and direction regarding online services (i.e. permitting, cottage bookings, seasonal passes etc.)

Memo



To: Alicia Good, Essex Region Conservation Authority

From: Scott Hillaby, P.Eng. Dillon Consulting Limited
Kristine Wilkinson, P.Eng. Dillon Consulting Limited

cc: Tian Martin, P.Eng., Essex Region Conservation Authority
Laura Herlehy, P.Eng. Dillon Consulting Limited

Date: June 3, 2025

Subject: Tecumseh Hamlet Infrastructure Improvements Municipal Class EA – Draft Functional Servicing Report – Comment Response

Our File: 23-5735

Please see below detailed responses to your five comments provided to Dillon Consulting Limited. on April 16, 2025.

1. The Chicago 4-hour and SCS Type II 24-hour were both explored during the development of the Functional Servicing Report. However, between the two design events and the Chicago 24-hour design storm event, the Chicago 24-hour event produced the highest maximum water surface level (MWSL) elevation in the ponds. See below in **Table 1** for the water surface elevation results of the three design storms for comparison purposes for all five ponds:

Table 1: Max Water Surface Elevation Comparison of Different Design Storm Events

Design Storm Event	Gouin MWSL	Lachance MWSL	Desjardin East MWSL	Desjardin West MWSL	SE Hamlet MWSL
100 YR CHICAGO 4-HOUR	180.12	180.47	180.95	180.60	181.02
100 YR CHICAGO 24-HOUR	180.48	180.54	181.15	180.89	181.21
100 YR SCS TYPE II 24 HOUR	180.19	180.28	181.04	180.82	181.05

As shown in **Table 1**, the 100 YR Chicago 24-hour design storm event results in a higher MWSL elevation for each pond. As such, the results from the two other rain events were not expanded upon further in the FSR. Only the 100 YR Chicago 24-hour and Urban Stress Test is highlighted in the report.

1. Yes, the recommended allowable release rate to the Lachance Drain was based off of a 'poorly maintained' scenario. The FSR has been updated to include the superscript "3" in **Table 7**.
2. Comment three has been added to **Section 4.5** of the FSR. ERCA is now noted to be involved in any discussions surrounding future allowable release rates and outlet conditions at detailed design.
3. Noted. **Table 8** has been updated in the FSR to reflect the percent imperviousness for the wet and dry ponds.

4. Upon review of the four ponds top of banks, two ponds (Desjardins West and Gouin) required adjustments. The north side of the Desjardins West pond top of bank elevation has now been adjusted to be above the 1:100 Natural Hazard water level. The Gouin pond's west side that borders the study area has been adjusted, as well to be higher than the 1:100 Natural Hazard water level. As for the other ponds please see below reasoning for no adjustments to the top of banks:
- a. Lachance Pond – The proposed pond is not within 1:100 Natural Hazard Water Level.
 - b. Desjardins East Pond – Under ultimate conditions, the Desjardin Drain will be abandoned within the study area. The East Desjardin drain will be hydraulically separated from the downstream Desjardin Drain via an enclosed interconnection at Banwell Road. Thus, it has been ascertained that there will be no impact from the reported 1:100 Natural Hazard Water Level in the Little River Floodplain mapping.

Based on our anticipated timelines to progress this Environment Assessment and Functional Servicing report. We are scheduled to present this final Environmental Study Report to the Town of Tecumseh Council on June 24th with the Notice of Study Completion following shortly thereafter. Thank you for your continued collaboration and support in this important project.

Sincerely,

DILLON CONSULTING LIMITED





Wilkinson, Kristine <kwilkinson@dillon.ca>

Re: Timeline Follow up - Tecumseh Hamlet Infrastructure Improvements Municipal Class EA & Functional Design - ESR & FSR Draft Review

1 message

Wilkinson, Kristine <kwilkinson@dillon.ca>

Mon, Jun 9, 2025 at 9:38 AM

To: Alicia Good <AGood@erca.org>

Cc: "Herlehy, Laura" <lherlehy@dillon.ca>, Shane McVitty <smcvitty@tecumseh.ca>, James Bryant <JBryant@erca.org>, Tian Martin <TMartin@erca.org>, Phil Bartnik <pbartnik@tecumseh.ca>, Brian Hillman <bhillman@tecumseh.ca>, Chad Jeffery <cjeffery@tecumseh.ca>, Enrico De Cecco <edececco@tecumseh.ca>, "235735@dillon.ca" <235735@dillon.ca>, Sierra Eskritt <seskritt@dillon.ca>

Good Morning Alicia,

It was great speaking with you this morning!

As discussed, the final reports (with all the noted updates) will be available on the Town's website after the Town Council meeting on June 24th (estimated publishing date online is Friday June 27th). Please let me know if you have any questions.

Regards,

Kristine

On Fri, Jun 6, 2025 at 8:45 AM Alicia Good <AGood@erca.org> wrote:

Good morning Kristine,

Our office has received and reviewed the Memo dated June 3, 2025 in response to ERCA's comments on the Tecumseh Hamlet Infrastructure Improvements Municipal Class EA – Draft Functional Servicing Report. We have no further comments or concerns with the provided Memo. We note that we have not received an updated report to confirm how the responses were officially captured in the final document.

Best regards,

Alicia

**Alicia Good (she/her)**

Watershed Planner

Essex Region Conservation Authority

360 Fairview Avenue West, Suite 311 | Essex, Ontario | N8M 1Y6

P. 519-776-5209 x3794 | F. 519-776-8688

agood@erca.org www.essexregionconservation.ca

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